

**BY ORDER OF THE COMMANDER
FAIRCHILD AIR FORCE BASE**



**FAIRCHILD AIR FORCE BASE
INSTRUCTION 13-201**

11 SEPTEMBER 2012

Incorporating Change 1, 31 March 2014

***Nuclear, Space, Missile, Command, and
Control***

AIRFIELD OPERATIONS INSTRUCTION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 92 OSS/OSA

Certified by: 92 OSS/CC
(Lt Col Mark A. Kraby)

Supersedes: FairchildAFBI13-201,
18 January 2008

Pages: 60

This instruction implements Air Force Instruction (AFI) 13-204, Volume 3, Attachment 2 and provides guidance for all aircrew, ground crew, air traffic controllers, and Airfield Management Operations (AMOPS) personnel involved in flying and airfield operations at Fairchild Air Force Base (AFB) to include the Air National Guard (ANG) and the Air Force Reserve Command (AFRC). The 92d Air Refueling Wing Commander (92 ARW/CC) has established these procedures for the safe and expeditious flow of air and ground traffic at Fairchild AFB. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Refer recommended changes and questions about this publication to the Office for Primary Responsibility (OPR) using AF form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 5 U.S.C. 301, Departmental Regulations; 10 U.S.C. 8013, Secretary of the Air Force; AFI 11-202V2 ACC Sup Aircrew Standardization/Evaluation Program; AFI 11-401 Aviation Management; ACCI 11-464 Training Records and Performance Evaluation in Formal Flying Training Programs; and E.O. 9397 (SSN) and E.O. 13473 (SSN). The applicable Privacy Act SORNs F011 ACC B, Command and Control Management System Records are available at <http://privacy.defense.gov/notices/usaf/>."

SUMMARY OF CHANGES

This document establishes Runway 05 CAT II ILS requirements and establishes procedures for protecting the ILS critical areas from vehicle and aircraft movement. This document also revises the towing procedures and ensures the Air Traffic Control Tower maintains positive control over towing operations. It also contains procedures for reporting Airport Rescue Firefighting (ARFF) reduction in service capabilities and outlines procedures for notifying aircrew. Items with margin bar [] indicate new material.

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Chapter 1

GENERAL OPERATIONS

1.1. Purpose. This instruction prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of air traffic operations.

1.2. Scope. This instruction implements guidance contained in applicable USAF and Federal Aviation Administration (FAA) publications.

1.3. Deviations. Any party subject to these procedures may deviate from the policy contained herein only in the interest of safety. All other deviations or waiver requests must be approved by the 92d Operations Group Commander (92 OG/CC) before operations begin. All deviations must be reported to the OPR for this publication.

1.4. Word Meanings. As used in this instruction.

1.4.1. “Shall” or “Will” or an action verb in the imperative sense means a procedure is mandatory.

1.4.2. “Should” means a recommended procedure.

1.4.3. “May” means an optional procedure.

1.5. Changes. Recommendations for changes to this instruction are encouraged and should be submitted to 92 OSS/OSA (Airfield Operations Flight Commander).

1.6. Airfield and Air Traffic Control (ATC) Services.

1.6.1. Fairchild AFB airfield and ATC services are provided 24 hours a day, 7 days a week (24/7), unless closed by Notice to Airmen (NOTAM).

1.6.2. Civil Aircraft Operations. Practice approaches are authorized for civil aircraft if accomplished with no delay to aircraft operating at Fairchild AFB. Civil aircraft are not authorized to touch the runway unless preapproved by AMOPs or in an emergency.

1.6.3. Civil Use of Military Navigational Aids (NAVAIDS). Fairchild has no NAVAIDS in the National Airspace System for civil use.

1.6.4. Digital Automated Terminal Information Service (DATIS) Procedures. Aircraft should obtain the current Automated Terminal Information Service (ATIS) prior to initial contact with Tower or Spokane Approach Control. The DATIS operates 24/7. See [Attachment 3](#) for frequencies. During periods of rapidly changing weather, the following statement may be broadcast on the ATIS: “DUE TO RAPIDLY CHANGING WEATHER INFORMATION, CONTACT FAIRCHILD GROUND CONTROL ON (frequency).” During the hours of 2300L – 0700L the following statement shall be broadcast on the ATIS, “Fairchild AFB ATIS not available. For current weather and landing information contact Fairchild Ground on (frequency).”

1.7. Runway and Taxiways. Fairchild AFB has one precision approach Runway (05/23) constructed of concrete. It is 13,899' x 150' with 1,000' non load-bearing asphalt overruns. Runway 23 is serviced by a Tactical Air Navigation (TACAN) and a Category I Instrument Landing System (ILS). Runway 05 is serviced by a TACAN and a Category I and II Instrument

Landing System. See [Attachment 2](#) for airfield diagram. **NOTE:** Taxiway Papa centerline is located 802' from centerline of runway or 680' from edge of usable taxiway to edge of runway.

1.7.1. Field Elevation: The official elevation for Fairchild AFB is 2462 Mean Sea Level (MSL), taken at the approach end of Runway 05. The runway gradient raises 0.3% from the Runway 23 threshold to the Runway 5 threshold.

1.7.2. Taxiway Dimensions and Composition:

1.7.2.1. Taxiway Papa (also known as the "Parallel") from Taxiway Alpha to Delta: 100' wide, 50' concrete center 25' asphalt on either side of the concrete, 35' asphalt shoulders

1.7.2.2. Taxiway Papa from Taxiway Delta to Golf: 100' wide, 75' concrete 12.5' asphalt on either side of the concrete, 35' asphalt shoulders.

1.7.2.3. Taxiway Alpha: 75' wide concrete with shoulders 25' asphalt shoulder east side, 25' shoulder west side concrete.

1.7.2.4. Taxiway Bravo: 75' wide asphalt, 25' asphalt shoulders.

1.7.2.5. Taxiway Charlie: 75' wide, concrete with 25' asphalt shoulders.

1.7.2.6. Taxiway Delta: 75' wide concrete with 25' asphalt shoulders.

1.7.2.7. Taxiway Echo: 75' wide, 50' concrete center with 25' asphalt on either side of the concrete and 35' asphalt shoulders.

1.7.2.8. Taxiway Foxtrot: 75' wide concrete with 25' asphalt shoulders.

1.7.2.9. Taxiway Golf: 75' wide concrete with 25' asphalt shoulders east side and 25' concrete shoulders west side.

1.7.2.10. Taxiway Hotel: 75' wide concrete, 50' asphalt shoulders.

1.7.2.11. Taxiway Juliet: 75' wide concrete, with 25' asphalt and concrete shoulders.

1.8. Permanently Closed/Unusable Portions of the Airfield.

1.8.1. Taxiway Kilo located southeast of the runway is abandoned and marked unusable.

1.8.2. DELETED

1.8.3. Tow lane India located north of Taxiway Echo is abandoned and marked unusable.

1.8.4. Spots 25, 26, 27, 28, 29, 30, and 50 are closed.

1.9. Parking Plan/Restrictions. Aircraft at Fairchild AFB are parked IAW 92 Air Refueling Wing Aircraft Master Parking Plan. 92 OSS/OSAA Airfield Management is the OPR for the parking plan. Refer all recommendations for revision to Airfield Management.

1.9.1. Parking spot 100 restricted to engine run only. No aircraft taxiing on/off permitted.

1.9.2. Spots 16-24, 45, 46, 47, and 61 are push back and taxi off.

1.9.3. DELETED

1.9.4. Spots 82 and 83 tow on/off only. Contact Airfield Management for parking coordination.

1.9.5. Taxiway Juliet between Taxiways Charlie and Delta restricted to aircraft with wingspans of 131' or less when aircraft are parked on spots 41 and 42.

1.9.6. IAW Unified Facilities Criteria (UFC) 3-260-01 Aerospace Ground Equipment (AGE) may be parked on ramp three hours prior to an aircraft arrival and must be removed from the ramp no later than three hours after the aircraft departs or is serviced. This requirement applies to Fairchild-assigned aircraft as well.

1.10. Restricted/Classified Areas. Refer to the airfield diagram in [Attachment 2](#) for airfield restricted areas. The airfield does not currently have any classified areas.

1.11. Runway Selection/Change Procedures.

1.11.1. The Control Tower Watch Supervisor or Senior Controller shall determine the runway in use. When conflicting wind information is received from the dual-wind sensors, Runway 23 should be the designated runway.

1.11.2. Runway 23 is the "calm wind" runway. The calm wind runway will normally be used when the wind is less than 5 knots. Unless mission requirements dictate otherwise, Control Tower will keep traffic flow compatible with the traffic flow of Spokane International Airport by designating the active runway most closely aligned with the active runway at Spokane International Airport.

1.11.3. Runway Change Procedures.

1.11.3.1. Tower will coordinate with Spokane Approach Control prior to changing the runway in use.

1.11.3.2. Tower will notify Airfield Management and Base Weather of any change to the runway in use.

1.11.3.3. Airfield Management shall notify Command Post (CP) and Fire Department (FD) when the active runway is changed.

1.12. Quiet Hours/Noise Restrictions.

1.12.1. Fairchild AFB does not have established quiet hours. The 92 OG/CC is the approval authority for all temporary quiet-hour requests. Notification of quiet-hour requests will be forwarded to the Airfield Operations Flight Commander (AOF/CC) no later than the day before the weekly wing flying schedule is approved.

1.12.2. Submit requests to implement quiet hours to 92 OSS/OSO (Current Operations) at least 30 days in advance for inclusion in the wing and Air Mobility Command (AMC) flying schedules. Requests must include the reason for the event, location, quiet-hour start/finish times and noise reduction measure requested. Airfield Management will issue a NOTAM as required. Measures will be IAW one of the following options:

1.12.2.1. Option 1: Suspended Operations. Arrivals, departures, practice approaches, aircraft movement, engine starts, engine runs, AGE and vehicle operations will be suspended for the duration of the quiet hours.

1.12.2.2. Option 2. Restricted Operations. Only full-stop arrivals will be authorized. Departures, engine starts, engine runs, practice approaches, AGE operations and vehicle traffic within 1000' of the event location will be suspended.

1.12.2.3. Option 3. Limited Operations. Suspensions and/or restrictions will be customized from the above options. Upon approval but no later than 72 hours in advance, Current Operations will pass quiet-hour measures to Airfield Management. **Note:** Emergencies and/or higher headquarters-directed operations take precedence over established quiet-hour restrictions.

1.12.3. The AOF/CC, or designated representative, will coordinate all quiet-hour requests with Spokane Approach Control.

1.12.4. Upon completion of the event, the requesting organization shall contact Airfield Management to inform them quiet hour restrictions are no longer required.

1.13. Local Over-flight Restrictions. For noise abatement and safety purposes, aircraft will not operate over the following areas while flying in established traffic patterns unless directed by ATC (Reference: *Area Planning Guide (AP/1), North and South America*):

1.13.1. Eastern Washington State Hospital. Located to the southwest of Fairchild AFB (SKA) in the town of Medical Lake.

1.13.2. Airway Heights Correctional Facility (below 1,000' Above Ground Level (AGL). Located north of US Highway 2 directly north of the Airway Heights red and white water tower.

1.13.3. City of Spokane (below 5,000' MSL). Helicopters should fly at or above 500' (AGL) unless mission accomplishment requires lower altitudes IAW AFI 11-202V3, *General Flight Rules*.

1.13.4. Base housing areas. Located adjacent to main and back gates on the east and west of the main base area north of the runway.

1.13.5. Airway Heights School. Located directly south of the Airway Heights green and white water tower (Sunset Elementary School).

1.13.6. Parking lots on the south side of the airfield and Survival School buildings.

1.14. NOTAM Procedures. Agencies with recommended NOTAMs should contact Airfield Management. The Airfield Manager is the authority for publishing NOTAMs. The Control Tower is designated as the NOTAM monitoring facility.

1.14.1. Airfield Management notifies all home station and tenant agencies when NOTAMs are issued, revised or cancelled. NOTAMS are sent via e-mail; if e-mail is down each agency is notified via phone call. Contact the Airfield Manager to request to be added/removed to/from the NOTAM notification system.

1.15. Prior Permission Required (PPR) Procedures. PPR procedures apply to Fairchild AFB. When the 92 OG/CC deems it necessary, the airfield will be Official Business Only. Airfield Management is the central processing agency for all PPR/Official Business Only requests. PPRs will be processed in accordance with the procedures established in OSAA Operating Instruction 13-204, *Airfield Management*. **Note:** PPR restrictions are not applicable to Air Evac, Special Air Mission aircraft, nor do they preclude use as an "alternate" for Instrument Flight Rules (IFR) flights (Reference En Route IFR Supplement and AFI 13-204V3, *Airfield Operations Procedures and Programs*).

1.16. Transient Alert (TA). Limited TA services are available 0700-2300L weekdays; closed weekends and holidays. See Flight Information Publications (FLIP) for TA service availability.

1.17. Flight Information Publications (FLIP). Airfield Management is the OPR for FLIP accounts and for requesting changes. 92 ARW FLIP requirements are intended to supplement AFI 11-202V3, guidance. FLIP processes will be conducted IAW AFI 11-201, *Flight Information Publication*.

1.17.1. Revision procedures for flight publications:

1.17.1.1. Except for changes to Terminal Instrument Procedures, submit all non-procedural revisions, changes and corrections to Air Force Flight Standards Agency (AFFSA/A3IF).

1.17.1.2. Coordinate FLIP changes with appropriate local agencies (agencies vary depending upon entry), as a minimum coordinate with Airfield Management.

1.17.1.3. The Airfield Manager approves non-procedural FLIP change requests.

1.17.1.4. Airfield Management will issue a NOTAM for nonprocedural FLIP changes, as required.

1.17.2. All flying squadrons will maintain and order their own flight publications as necessary.

1.17.3. Airfield Management provides FLIP for transient aircrew and the following base agencies:

1.17.3.1. ATC.

1.17.3.2. CP.

1.17.3.3. Weather.

1.17.4. Combat Crew Communications (CCC) provide FLIP bags for all base-assigned aircraft.

1.18. Airfield Smoking Policy. There is no smoking on runways, taxiways, taxilanes, or parking aprons. Smoking is allowed in designated smoking areas only, which are located near hangars.

1.19. Wear of Hats.

1.19.1. Wear of hats on the airfield is IAW Fairchild AFB Instruction (FAFBI) 21-104, *Foreign Object Damage (FOD)/Dropped Object Prevention Programs (DOPP)*.

1.19.2. Salutes. The airfield is considered a no-salute area.

1.20. Controlled Movement Area (CMA). FAFBI 13-213, *Airfield Driving Program*, outlines CMA procedures. The CMA includes all areas under direct control of Control Tower and is defined as (see [Attachment 2](#) for airfield diagram):

1.20.1. The entire runway, overruns, Precision Obstacle Free Zone, and ILS critical areas.

1.20.1.1. The area on Taxiways Alpha, Bravo, Hotel from the runway to the instrument hold lines. The areas on Taxiways Charlie, Delta, Foxtrot, and Golf from the runway to the Visual Flight Rules (VFR) hold lines.

1.20.1.2. Helipad 1 (Taxiway Papa between Taxiways Golf and Hotel).

1.20.1.3. From the runway south as marked by signs and depicted in [Attachment 2](#).

1.20.2. CMA Entry/Exit Procedures. Control Tower controls all vehicles/aircraft crossing or operating in the CMA and maintains surveillance of these areas. The CMA areas defined in [paragraph 1.20.1](#) through [1.20.1.3](#) require Control Tower approval prior to accessing.

1.21. Airfield Lighting. Fairchild AFB has the following airfield lighting systems:

Table 1.1. Airfield Lighting Systems.

Runway 23		Centerline Lighting	High Intensity Runway Lights (HIRLS)	Approach Lighting System with Sequenced Flashing Lights (ALSF-1)	Precision Approach Path Indicators (PAPI)
Runway 05	Touchdown Zone Lighting	Centerline Lighting	High Intensity Runway Lights (HIRLS)	Approach Lighting System with Sequenced Flashing Lights (ALSF-2)	Precision Approach Path Indicators (PAPI)

1.21.1. Control Tower is responsible for operating the airfield lighting system IAW Federal Aviation Administration Order (FAAO) 7110.65, *Air Traffic Control*, AF guidance, and as follows:

1.21.1.1. Runway edge lights will be set to step three between sunset and sunrise when snow removal operations are in progress and/or when freezing precipitation is reported or observed.

1.21.1.2. Runway lights will be operated anytime visibility is ½ mile or less to ensure accurate Runway Visual Range readings.

1.21.1.3. 92d Civil Engineer Squadron (92 CES) maintains all airfield lighting. In the event of a lighting panel outage in Control Tower or Control Tower Evacuation, airfield lighting will be controlled from the lighting vault by 92 CES personnel.

1.21.2. Airfield Management will perform nightly checks of all airfield lighting.

1.21.2.1. Immediately report emergency outages, or those that affect an entire system, or portion of the airfield, to 92 CES/CEOFE (Airfield Lighting).

1.21.2.2. Report outages of a nonemergency nature to Airfield Lighting the next duty day.

1.22. Aircraft Arresting Systems. There are no aircraft arresting systems located at Fairchild AFB.

1.23. Air Traffic Control and Landing Systems (ATCALS). For ATCALS outage procedures and preventative maintenance schedule see current ATCALS Operations letter. Preventative maintenance schedule information can also be found in the IFR Supplement.

1.23.1. Operational Status of ILS. The ILS for the runway not in use is not available for operational use while the ILS for the active runway is activated. An interlock device in the Control Tower prevents simultaneous activation of the two systems.

1.23.2. NAVAID Outages.

1.23.2.1. Report unscheduled outages immediately to the Control Tower, including estimated time of returning system to commission, if known. When a NAVAID fails, Control Tower will notify the following:

1.23.2.1.1. Aircraft using the NAVAID.

1.23.2.1.2. Spokane Approach Control.

1.23.2.1.3. 92d Communication Squadron (92 CS) Airfield Systems.

1.23.2.1.4. Airfield Management. Airfield Management will notify CP and flying squadrons as well as issue appropriate NOTAMs.

1.23.3. Auxiliary Power for ATCALS Facilities. IAW AFI 13-204V3, auxiliary power generators serving ATCALS facilities will remain in a standby status in the event of a commercial power failure. 92 CES/CEOPF (Power Production) personnel will obtain approval from the Control Tower supervisor prior to transferring power sources.

1.23.4. Runway 05 CAT II Operations:

1.23.4.1. IAW AFI 13-204V3, the Runway 05 ILS will be downgraded to a CAT I when the Tower is unmanned or the Remote Status Indicator (RSI) is inoperative. In addition, a loss or fault with any one of the following components prohibits CAT II ILS operations and requires an immediate downgrade of the ILS (to CAT I) and AMOPs will issue a NOTAM:

1.23.4.1.1. Runway 05 Localizer (Any sustained abnormal light on RSI).

1.23.4.1.2. Runway 05 Glideslope (Any sustained abnormal light on RSI).

1.23.4.1.3. Runway 05 Far Field Monitor.

1.23.4.1.4. TACAN (only if Spokane Approach Control is unable to call the Final Approach Fix for aircraft).

1.23.4.1.5. Runway 05 Approach Lights (Including inoperative main or standby power). **Exception:** The Sequenced Flashing Lights do not affect CAT II visibility minima.

1.23.4.1.6. Runway Edge Lights (Including inoperative main or standby power).

1.23.4.1.7. Runway Center Line Lights (Including inoperative main or standby power).

1.23.4.1.8. Runway 05 Touchdown Zone Lights (Including inoperative main or standby power).

1.23.4.1.9. Touchdown RVR.

1.23.4.2. A loss or fault with both the mid-point and rollout RVR does not require downgrade of the ILS; however, a NOTAM must be issued to increase the CAT II

visibility minima. **Note:** Touchdown and either a midpoint or rollout RVR are required for minima below RVR 1600.

1.23.4.3. When airfield markings (hold lines, taxiway lines) are obscured by snow, ice, or other weather phenomena, an assessment shall be made by the senior operational commander to determine if CAT II operations may continue. Markings must be visible to ensure the integrity of the CMA.

1.23.4.4. When the Operator Interface Device (OID) is OTS and the weather shop is unmanned, Runway 05 ILS CAT II will be unavailable and a NOTAM will be issued.

1.24. Airfield Construction/Work Crew/Maintenance Restrictions.

1.24.1. All airfield construction and maintenance conducted by base-assigned or contractor personnel will be coordinated through Airfield Management three days prior to commencing work. EXCEPTION: Emergency repair work does not require a 3-day notification.

1.24.2. The Airfield Manager will notify Control Tower of all airfield construction.

1.25. Airfield Waivers.

1.25.1. The 92 ARW/CC is the waiver approval authority for temporary construction activities, air shows, or temporary installation of an aircraft arresting system.

1.25.2. Airfield Management maintains a copy of all permanent and temporary waivers on file at 901 W. Boston Ave Bldg 1, Room 112, Fairchild AFB, WA 99011.

1.25.3. Waiver Procedures. 92 CES/CENP (Community Planner - Permanent), 92 CES/CENM (Construction – Temporary) Airfield Manager, Flight Safety and AMC Terminal Instrument Procedures Specialist (TERPS) will:

1.25.3.1. Jointly prepare/initiate waiver requests.

1.25.3.2. Submit requests through the 92 ARW/CC to AMC for approval.

1.25.3.3. Maintain a complete record of all waivers requested and their disposition (approved or disapproved).

1.26. Airfield Maintenance.

1.26.1. Airfield Management will give airfield sweeper operators areas of priority as needed while assigned airfield sweeping duties. Daily (M-F 0730-1630) sweeping requirements are:

1.26.1.1. Every day: Check the runway for Foreign Object Debris (FOD).

1.26.1.2. Monday: Inspect and sweep Taxiway Juliet from Taxiway Golf to Taxiway Hotel along with all of Taxiway Hotel, Helipad 1 and the Christmas Tree.

1.26.1.3. Tuesday: Place additional emphasis on the entire runway, to include connecting throats to Taxiways Alpha, Bravo, Charlie, Delta, Foxtrot, and Golf.

1.26.1.4. Wednesday: Inspect and sweep Taxiway Papa, Fox, Echo and the east warm-up pad off Taxiway Golf.

1.26.1.5. Thursday: Inspect and sweep all of the 50s, 60s, 70s, and 80s aircraft parking areas, to include Taxiway Echo and Foxtrot to Taxiway Juliet.

1.26.1.6. Friday: Inspect and sweep Taxiway Juliet and all connected parking areas to include: Hangars 1001 through 1009, the 20s, 30s parking areas, Distinguished Visitor (DV)1 parking spot to Taxiway Delta.

1.26.1.7. Contact 92 CES help desk to call in stand-by personnel when sweeping operations are required due to an emergency outside normal operating hours.

1.26.2. 92 CES will coordinate a plan and budget for runway rubber removal and painting annually. Rubber removal will be done IAW Engineering Technical Letter (ETL) 97-17, Paint and Rubber Removal on Roadway and Airfield Pavements, no later than 30 Sep each year. Painting will include all required taxiway, runway, apron and road markings. 92 CES provides the paint plan each year to Airfield Management. Rubber removal is completed in house by 92 CES at Airfield Managers direction.

1.26.3. Grass mowing. Mower operators will monitor the ramp net all times while on the airfield and advise Airfield Management and Control Tower of their work location. Mowers must contact Control Tower prior to operating within 100ft of the runway and overruns. Mowing will be conducted IAW the annual mowing contract negotiated by 92d Contracting Squadron. A copy of the contract will be made available to Airfield Management for review to ensure procedures outlined in the contract are followed.

1.27. Snow-Removal Operations. Snow-removal operations on the airfield are managed IAW AFI 32-1002, *Snow and Ice Control*, AFI 13-204V3, *Airfield Operations Procedures and Programs*, and FAFB Plan 32-1002, *Snow and Ice Control*.

1.27.1. Prior to Snow Removal Operations, the Control Tower will ensure the ILS is selected for Runway 23. This is to prevent signal loss between the Runway 05 Localizer and the FFM. Control Tower will notify Spokane Approach if the ILS is selected for the inactive runway during Snow Removal Operation. NOTE: Signal loss occurs when Runway 05 is selected and snow plows are at the approach end of Runway 23. Control Tower will suspend runway operations for snow removal. Snowman will advise Airfield Management of estimated duration of snow-removal operations and estimated time to resume normal operations. After all snow-removal equipment is off the runway, Airfield Management will complete a runway check and report runway status and condition prior to resuming normal aircraft operations. NOTE: Airfield Management is authorized to conduct Runway Condition Readings (RCRs) on the runway and taxiways during snow-removal operations.

1.27.2. Snowman will notify Airfield Management directly via Snow Net or through Snow Control when mobilized and waiting for ATC approval to commence snow-removal operations on the runway.

1.27.3. Control Tower will notify Spokane Approach Control of snow-removal operations in progress on the runway. The Control Tower will advise Snowman of all aircraft movements that affect snow-removal operations on the runway. No take-off, landing or touch-and-go operations will be permitted during runway suspensions or closures. Restricted low-approach operations may be permitted during snow-removal operations on the runway.

1.27.4. Snowman will remain in contact with the Control Tower at all times by monitoring the Tower Net.

1.27.5. Unless authorized onto the runway, snow-control vehicles will remain behind the Instrument hold lines on Taxiway Alpha, Bravo, and Hotel. Vehicles will also remain behind the Visual Flight Rules (VFR) hold lines. If lines are obscured, use signs associated with the hold line.

1.27.6. Snowman will remain on the runway until all snow-removal vehicles exit the runway.

1.27.7. For safety purposes during snow-removal operations, the Control Tower will not authorize vehicle access to the runway, with the exception of Airfield Management or vehicles responding to an emergency.

1.27.8. Aircrews Crews should contact CP as early as possible for runway condition updates with landing and/or training intentions to minimize delays. **Note:** Snowman will not authorize any vehicles other than snow plows onto the runway.

1.27.9. After verification with Snowman that all vehicles have exited the runway, the Control Tower will ensure the ILS is selected for the runway in use. The Control Tower will ensure this is accomplished prior to notifying Spokane Approach of runway operations resumed.

1.28. Runway Surface Condition (RSC) and/or RCR Values. Airfield Management shall determine and report RSC and RCR, as required IAW AFI 13-204V3, T. O. 33-1-23 and OSAA OI 13-213. Airfield Management will disseminate RSC/RCR information to Weather, CP, Snowman (during winter operations) and Control Tower.

1.29. Runway Inspections/Checks. Contact Airfield Management (247-5439) to report discrepancies that need immediate action.

1.29.1. The following are the procedures and requirements for conducting runway inspections and checks.

1.29.1.1. Conduct airfield inspections and checks IAW AFI 13-204V3.

1.29.1.2. An airfield inspection is conducted by the Airfield Manager or designated representative a minimum of once per day.

1.29.1.3. Airfield Management personnel will conduct airfield checks, as needed, to examine the primary takeoff, landing and taxi surfaces at regular intervals during flying operations.

1.29.2. Quarterly Joint Airfield Inspections. This inspection is conducted each quarter in the month prior to the Airfield Operations Board. Required attendees include: Airfield Manager and/or Deputy Airfield Manager, Airfield Operations Flight Commander, Flight Safety, 92 CES/CENP Community Planner, 92 CES/CEOF Airfield Lighting, 92 CES/CEOE Pavement Engineer, 92 CES/CEAO Environmental and 92d Security Forces Squadron.

1.29.3. Annual Airfield Safety/Certification Inspections. This inspection is conducted each year and will be done in conjunction with the annual waiver review. Required attendees include: Airfield Manager and/or Deputy Airfield Manager, Airfield Operations Flight Commander, Flight Safety, Community Planner, Airfield Lighting, Pavement Engineer, Weather, ATCALS.

1.30. Runway Suspension.

1.30.1. Airfield Management and/or Tower Watch Supervisor may suspend runway operations.

1.30.2. Runway operations are automatically suspended after an emergency aircraft has landed and remain suspended until Airfield Management inspects the runway and declares normal operations may resume. **EXCEPTION:** Emergency fuel and physiological emergencies will not automatically result in runway suspension. **NOTE:** When runway operations are suspended, access on to the runway still requires Control Tower authorization.

1.31. Runway Closure.

1.31.1. Airfield Management may close the runways and taxiways for unsafe conditions. NOTAMs will be published for extended periods of closure, normally more than one hour. For planned closures, Airfield Management will send applicable NOTAM(s) no earlier than three days in advance and advise all agencies concerned (ATC, CP, flying units, 92 CES, Flight Safety, etc). Control Tower Watch Supervisor (WS) will notify Spokane Approach Control of the runway closure and estimated duration. Airfield Management will cancel the applicable NOTAMs when the runway is ready to reopen. Airfield Management will perform the required checks prior to reopening the runway(s).

1.31.2. Closing the runway for FOD checks. In an effort to avoid damage to aircraft, runway closures may be appropriate with the presence of certain types of FOD (i.e. large pieces of metal, large aggregate, large concrete spalling pieces, or any other materials likely to pose a high risk for operators). Control Tower will notify Airfield Management immediately upon observing or being notified of FOD that poses a high risk for operators and suspend operations to the runway if warranted. Airfield Management will determine the necessity to close the runway for FOD checks and respond appropriately to remove the FOD.

1.31.3. Reopening the runway: Airfield Management will reopen the runway after they inspect it to ensure it is clear of all obstructions (aircraft, vehicle, debris, etc.). Airfield Management will notify the ATC and CP when the runway is open and cancel all pertinent NOTAMs. **Note:** Only Airfield Management personnel can open or close a runway IAW AFI 13-204V3.

1.32. Bird/Wildlife Control (Bird/Aircraft Strike Hazard (BASH) Program Guidelines). Bird activity is managed IAW with the 92 ARW BASH Reduction Plan. Refer to the current BASH Plan for applicable guidance. Bird watch conditions are defined in the BASH Plan and IFR Supplement. The OPR for the Fairchild BASH program is 92 ARW/SEF.

1.33. Weather Dissemination and Coordination Procedures.

1.33.1. Hazardous and severe weather notification procedures and lightning response procedures are conducted IAW Fairchild AFBI 15-101, *Weather Support Procedures*, and AFOSHSTD 91-100, *Aircraft Flight Line - Ground Operations and Activities*.

1.33.2. The standard weather dissemination process occurs via the Automated Dissemination System (ADS) 24/7.

1.33.2.1. If the ADS is out of service, Weather will be provide 24/7 coverage until the system is restored.

1.33.2.1.1. Weather will provide Control Tower with weather changes via landline during system outages.

1.34. Distinguished Visitor (DV) Arrivals.

1.34.1. Airfield Management will notify Control Tower and CP when inbound DV flight information is received and relay estimated time of arrival changes if more than 10 minutes.

1.34.2. Control Tower will notify Airfield Management when an inbound DV aircraft reaches 15 NM (flying miles) from touchdown. Airfield Management is the single designated agency to receive this information from the Control Tower and, will disseminate the information to affected agencies.

1.35. Supervisor of Flying (SOF) Operating in Control Tower. The 92 ARW does not require a SOF be present in the Control Tower during local flying operations.

1.36. Base Exercises. The 92 ARW/IGI Wing Inspections, 92 ARW/XP Wing Plans or designated representatives must brief the AOF/CC and Airfield Manager at least 48 hours in advance of exercises that involve the Control Tower or the airfield environment IAW AFI 13-204 V3 to ensure applicable NOTAMS are sent.

1.37. Photography. Procedures for use of photographic devices will be conducted IAW AFI 31-101, AFI 31-101 AMC Supplement, and 92 ARW Plan 31-1. Anyone requesting use of photographic equipment on the airfield must contact 92 ARW Public Affairs (PA).

Chapter 2

GROUND OPERATING & DEPARTURE CLEARANCE PROCEDURES

2.1. Airfield Driving Requirements. All aircrew that are required to operate a vehicle on the airfield must follow the requirements outlined in Fairchild AFBI 13-213.

2.2. Privately Owned Vehicle (POV) Passes. POVs are not authorized on the airfield without airfield management operations (AMOPS) approval. POVs operating on the airfield are discouraged and shall be restricted to an absolute minimum. Authorization to operate a POV on the airfield is limited to those persons who must use a POV to perform special duties or other mission-essential tasks on the airfield when government-owned vehicles cannot be provided. POV access may also be granted to individuals working in facilities accessible only from the airfield. POV passes will be issued IAW Fairchild AFBI 13-213.

2.3. Airfield Driving Violations and Penalties. Airfield driving violations and penalties are outlined in Fairchild AFBI 13-213.

2.4. Vehicle Traffic Procedures. Vehicle traffic procedures are outlined in Fairchild AFBI 13-213.

2.5. Control of Ground Traffic in the Controlled Movement Area (CMA). No vehicle operator or pedestrian may enter the CMA without specific approval from the Control Tower. These procedures are outlined in Fairchild AFBI 13-213.

2.6. DELETED

2.6.1. DELETED

2.6.2. DELETED

2.7. Precision Approach Critical Areas.

2.7.1. The localizer and glideslope critical areas for Runway 05/23 are depicted in [Attachment 2](#). These areas will be protected IAW FAA and AF directives any time precision instrument approaches are in progress.

2.7.2. Vehicle/aircraft operations in or through the ILS critical areas are subject to the following conditions:

2.7.2.1. Localizer Critical Area for Runway 05/23: When weather conditions are below an 800-foot ceiling and/or 2 SM visibility or an aircraft is executing an autopilot (AP) coupled approach, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the Final Approach Fix (FAF).

2.7.2.2. Glideslope Critical Area for Runway 05/23: When weather conditions are below an 800-foot ceiling and/or 2 SM visibility or an aircraft is executing an AP coupled approach, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the FAF.

2.8. Precision Obstacle Free Zone (POFZ) and Obstacle Clearance Surface (OCS).

2.8.1. The POFZ must be protected IAW FAAO 7110.65. Instrument hold lines protect the POFZ on Taxiway Hotel and Taxiway Alpha. POFZ areas are depicted in [Attachment 2](#). POFZ and missed approach segment protection procedures are as follows:

2.8.1.1. Tower will instruct all aircraft to hold short of the instrument hold lines on Taxiways Alpha, Bravo and Hotel. If unable to clear the POFZ with an aircraft on final, utilize procedures IAW FAAO 7110.65.

2.8.2. DELETED

2.8.3. DELETED

2.8.4.1. DELETED

2.8.4.2. DELETED

2.8.4.3. DELETED

2.8.5. To ensure compliance with AFI 11-230 Instrument Procedures and FAAO JO 711.65, to the maximum extent possible, ensure the final approach OCS (includes Taxiway Hotel from Taxiway Papa south to the instrument hold line for Runway 23 ILS approaches and Spot R6 on Taxiway Alpha for Runway 05 approaches) is clear of aircraft/vehicles when an aircraft on an ILS approach is within 2 NM of the runway threshold and the reported ceiling is below 800' or visibility is less than 2 SM. **Note:** IAW FAAO 7110.65, vehicles that are less than 10' high, necessary for the maintenance of the airfield and/or navigation facilities operating outside the CMA, are exempt.

2.8.5.1. If it is not possible to clear the OCS prior to an aircraft reaching a point 2 miles from the runway threshold and the weather is less than described in [paragraph 2.8.5](#), Tower will issue traffic to the landing aircraft IAW FAAO JO 7110.65 3-7-6.

2.9. Transient Aircraft Parking. All aircraft parking will be managed IAW 92 ARW Master Parking Plan. All scheduled transient aircraft will be met by TA "Follow-Me" vehicles prior to exiting Taxiway Papa or will be issued progressive taxi instructions by Control Tower to parking during scheduled times when TA services are not available. Transient parking areas (Spots 33-37) are assigned by Airfield Management. Maintenance Operation Center (MOC) will not park any home station aircraft on the transient ramp without prior coordination with Airfield Management.

2.10. High-Priority/Hazardous-Cargo Aircraft Parking.

2.10.1. Control Tower will pass high-priority/hazardous-cargo information to Airfield Management as received from inbound aircraft.

2.10.2. Airfield Management will notify CP, 92 SFS, 92 CES Emergency Management (92 CES/CEXM), 92 ARW/SEF, and the FD of the high priority/hazardous cargo information and designate a parking spot. Airfield Management will contact Weapons Safety prior to parking any explosive-load aircraft.

2.10.3. Aircraft transporting hazardous materials will park on R8 located on at the corner of Taxiway Papa and Golf.

2.11. Arming/De-arming Areas. Armed aircraft (fighter/bombers) are not authorized to land at Fairchild AFB. In the event of an emergency and the aircraft is forced to land at Fairchild AFB, parking will be coordinated with on-scene commander. Control Tower will notify Airfield Management of aircraft and type of munitions/hazards on board. Hot gun and hung ordnance procedures are located in **paragraph 4.6**.

2.12. Drag Chute Jettison Areas. Fairchild AFB does not have a designated drag chute jettison area.

2.13. Hot Pit Refueling Areas. Hot refueling designated areas for E4-B aircraft are located on spots 12, 13, and 14. Hot pit refueling shall be conducted IAW Fairchild AFBI 21-101, *Aircraft and Equipment Maintenance Management*, Fairchild Supplement 1 and applicable technical orders (TOs).

2.14. Explosive Ordnance Disposal (EOD) Area. The EOD area is defined as a circular area 500' in diameter within the South Training Area (STA), 500' south of Hallet Road, tangent to Medical Lake Road on the south and Welcome Road on the east.

2.14.1. All base and tenant personnel will contact Airfield Management (247-5202) at least two hour prior to any explosive demolition, pyrotechnics, or training activity and provide the time of detonation and maximum affected altitude.

2.14.2. Airfield Management will notify affected agencies of planned activity via the NOTAM notification.

2.14.3. All base and tenant personnel must contact Control Tower for final approval at least 5 minutes prior to any vertical explosive detonation. This will allow Control Tower time to coordinate use of airspace with Spokane Approach Control. Also, users will provide Control Tower with emergency contact information for use during EOD operations.

2.14.4. Control Tower will notify aircraft under their control and Spokane Approach Control of the location, time of detonation, and maximum affected altitude. Aircraft will be directed by Control Tower to avoid flying over the area.

2.14.5. EOD personnel will coordinate directly with the 336th TRG/SERE to de-conflict EOD operations and Ellington DZ parachute operations in the South Training Area. EOD and STA operations (including paradrops) may occur simultaneously. Control Tower will notify both EOD personnel and the pilot of the other's specific operations (i.e. affected altitudes) and ensure acknowledgement from both the EOD personnel and pilot prior to permitting simultaneous EOD/STA operations. Any risk associated with simultaneous EOD/STA operations rests solely with EOD and 336th TRG/SERE personnel. Control Tower's approval for operations is based solely on ATC considerations.

2.15. Aircraft Towing Operations. Aircraft towing shall be conducted IAW AFOSHSTD 91-100, Aircraft Flight Line Ground Operations and Activities, and AFI 21-101. All vehicular traffic will yield to aircraft towing operations. The following procedures will be followed:

2.15.1. 92 and 141 Maintenance Operations Center (MOC) and/or Tow Team Supervisor will coordinate tail number, current parking stub and destination parking stub with the Control Tower, Airfield Management and SFS NLT five minutes prior to towing.

2.15.2. Coordinate with Airfield Management when snow-removal operations are in progress.

2.15.3. 92 and 141 Maintenance Operations Center (MOC) and/or Tow Team Supervisor will Advise Airfield Management and Control Tower when parking or removing an aircraft from spot 13 or 14 on Taxiway Juliet so a NOTAM can be issued closing that portion of the airfield. The duration of time requested as well as spot number will be included with the notification. Aircraft should only remain on these spots for the minimum time needed to unload passengers and cargo as it will prevent use of Taxiway Juliet by other taxiing aircraft.

2.15.4. Prior to towing the aircraft, the Tow Team Supervisor will request permission from Control Tower ("Fairchild Ground") on frequency 123.6 or 275.8. The Tow Team Supervisor will monitor frequency 123.6 or 275.8 until receiving acknowledgement from the Control Tower that the tow is complete. NOTE: If Control Tower is unable to immediately approve a tow, Control Tower will advise the Tow Team Supervisor of the estimated delay.

2.16. The primary engine run-up locations for power engine run ups (80% or higher) are spot 100 and/or 45 and if winds are unfavorable, the 40's row between Spots 38 and 39 will be used.

2.17. Engine Run Procedures.

2.17.1. For all aircraft engine runs, the MOC will coordinate the aircraft tail number and location with Control Tower and SFS five minutes prior to start.

2.17.2. For all aircraft engine runs, the pilot or aircraft maintenance technician will:

2.17.2.1. Contact Control Tower on ground control frequency prior to engine start and advise the Control Tower of the following:

2.17.2.1.1. Aircraft tail number.

2.17.2.1.2. Aircraft location.

2.17.2.1.3. Intent to run engines and time of planned engine start.

2.17.2.2. Monitor ground control frequency during the entire engine run.

2.17.2.3. Terminate the engine run or reduce power immediately if directed to do so by the Control Tower.

2.17.2.4. Advise the Control Tower when the engine run is complete.

2.17.2.5. Transient Aircraft must request permission for power run-ups in Spots 33-44 with Control Tower and Airfield Management.

2.18. Flight Planning and Flight Plan Coordination. Airfield Management provides flight planning and filing services for all locally assigned and transient aircrews. All aircraft departing from Fairchild AFB must have a valid flight plan on file with Airfield Management prior to engine startup, whether operating VFR or IFR, IAW AFI 13-204V3. Valid flight plans are those signed by the aircraft commander or official authorizing the flight. Except as specified below, all flight plans must be filed in person. Amendments to flight plans should be directed to Airfield Management via Pilot-to-Dispatch (PTD) frequency or relayed through ATC. Delays on the ground at Fairchild AFB ("full stop, taxi backs") for local pattern work should be filed with original flight plan or requested via PTD (or relayed through ATC) as an amendment prior to landing. Airfield Management will also accept flight plans received from Tanker/Airlift Control Center. If an aircrew needs to refile while at Fairchild AFB, Airfield Management will confirm original flight plan and refile the new leg(s). **Note:** Requests for delays on the ground ("full

stop, taxi back") after landing require a new flight plan for local pattern work to be filed as the original flight plan will have dropped out of the ATC computer automatically after landing if no delay was filed originally.

2.18.1. Flying units assigned to Fairchild AFB may file flight plans via unit fax machines, or email to either 92oss.osaa-02@us.af.mil, or the email address of the person on duty if the organizational account is out of service according to the following procedures:

2.18.1.1. Flying units will use only designated unit fax lines to transmit flight plans to Airfield Management.

2.18.1.2. If faxing, the unit designator and originating fax number must automatically appear at the top of the faxed flight plan, or a fax cover sheet with the same information must accompany the flight plan. In either case, the AF Form 3227, *Privacy Act Cover Sheet*, must be located on the top and bottom of flight plan being faxed.

2.18.1.3. All submitted flight plans must be complete and signed by the authorized person(s) as defined in General Planning, Chapter 4. DD Form 175, *Military Flight Plan*, must be submitted a minimum of one hour prior to proposed departure time. DD Form 1801, *Department of Defense (DoD) International Flight Plan*, must be submitted a minimum of two hours prior to proposed departure time. Additionally, all Military Assumes Responsibility for Separation of Aircraft (MARSA) or other formation flights will be filed at the same time.

2.18.1.4. Flying units will confirm receipt of faxed, or emailed flight plans with Airfield Management within 15 minutes of transmission. The aircraft commander will file other paperwork (weight and balance form, aircrew orders, and passenger manifest) a minimum of one hour prior to proposed departure time (36th Rescue Flight (36 RQF) and RC-26 Operations not applicable). At that time, the aircraft commander will also verify that the faxed or emailed flight plan is complete and correct (36 RQF and RC-26 Operations not applicable).

2.18.1.5. Flying units will maintain originals of all faxed, emailed or local VFR flight plans on file IAW RDS.

2.18.2. The 36 RQF and RC-26 operations may file local VFR flight plans with Airfield Management via telephone, fax, or email. When calling or faxing in VFR flight plans, the 36 RQF or RC-26 Operations will provide aircraft call-sign, aircraft tail number (36 RQF), proposed departure time, estimated time en route, destination (e.g., local pattern, STA, NFCFA/B, etc.), fuel on board, and the name of the aircraft commander. Note: For the purpose of this instruction, local flights are defined as those which are conducted within a 150 NM radius of SKA. VFR flights outside of this radius and all IFR flights require a flight plan be filed IAW [paragraph 2.18.1](#) above.

2.18.3. Upon receipt of a valid flight plan, Airfield Management will:

2.18.3.1. File the flight plan with the local Flight Service Station (if applicable).

2.18.3.2. Relay the following data to Control Tower as soon as possible:

2.18.3.2.1. Aircraft identification

2.18.3.2.2. Type of aircraft

2.18.3.2.3. Estimated time of arrival/departure

2.18.3.2.4. Estimated time en route (round robin/VFR locals)

2.18.3.2.5. Destination

2.18.3.2.6. Type flight plan (IFR/VFR)

2.18.3.2.7. Other pertinent information (distinguished visitor code, hazardous cargo, AIR EVAC, etc.)

2.18.4. For Nonstandard/CELL Departures that are not Minimum Interval Take-Off (MITO) departures, Military Assumes Responsibility for the Separation of Aircraft (MARSA) will be the first item in the remarks section of the individual flight plan, followed by the position and total number of aircraft participating, and call signs of other participating aircraft, the abbreviation "NSF," and the CELL breakup point.

2.19. Clearance Delivery. Control Tower will issue ATC flight plan clearance to departing aircraft on ground control frequency. Clearances are normally available one half hour prior to proposed departure time. Corrections or amendments to flight plans should be directed to Airfield Management via PTD frequency as soon as possible to prevent any undue delay in clearance delivery. Extensive amendments of the route of flight may cause delays in processing.

2.20. Aircraft Taxi Operations/Restrictions. See FLIP and NOTAMs for current restrictions.

2.20.1. The Control Tower will issue taxi clearance to an aircraft with a valid flight plan requesting taxi clearance on the ground control frequency. Except as noted in **paragraph 1.20**, all aircraft parking aprons and taxiways are considered non-CMAs; Control Tower does not have control responsibility of vehicles in these areas.

2.20.2. Aircraft shall establish their location by stating their parking spot number on initial contact with ground control.

2.20.3. DELETED

2.20.4. DELETED

2.20.4.1. DELETED

2.21. Excessive Weight Arrivals/Departures. Airfield Management will be notified that an aircraft is requesting to arrive/depart at a weight that exceeds published weight bearing Pavement Classification Numbers (PCNs), the Airfield Manager will obtain a recommendation from CE prior to requesting approval from the OG/CC or designated representative prior to the aircrafts arrival/departure. Once the aircraft has been approved, Airfield Management will notify the pavement engineer via e-mail of the weight and taxi route of the aircraft the next available duty day.

2.22. Engine Running Crew Change (ERCC) Locations. ERCC's will be conducted on spots 33-37 or Taxiways Alpha and Golf.

2.23. Local Frequencies and Channels. Frequencies and channels can be found in **Attachment 3**.

2.24. Unmanned Aerial Systems (UAS) Operations. Fairchild AFB does not conduct UAS operations.

Chapter 3

FLIGHT OPERATIONS

3.1. Airspace.

3.1.1. Class C Airspace. Fairchild AFB Class C Airspace ([Attachment 4](#)) includes airspace extending upward from the surface up to and including 6,400' MSL within a 5 NM radius of Fairchild AFB and airspace extending upward from 3,700' MSL up to and including 6,400' MSL, within a 10 NM radius of the airport. It excludes airspace within the Spokane International Airport Class C Airspace east of a line bisecting the area where the 10 NM radius of Fairchild AFB Class C Airspace intersects the 10 NM radius of Spokane International Airport Class C Airspace. Spokane Approach Control is the controlling agency for both Fairchild AFB and Spokane International Airport Class C Airspace, with the exception of airspace delegated to Fairchild Control Tower (see below). **Note:** Fairchild Tower's Class C airspace is based off the geographical center of the runway.

3.1.2. Control Tower Airspace ([Attachment 5](#)). Spokane Approach Control delegates control of certain airspace within the Fairchild AFB Class C surface area to Fairchild Control Tower. This airspace is defined as all airspace north of a line ½ mile south of Runway 05/23 and the extended Runway 05/23 centerline within a 5 NM radius of Fairchild AFB, up to and including 4,500' MSL.

3.2. Functional Check Flight (FCF) Areas.

3.2.1. Fixed Wing FCF Area. This area is bordered by a line from Fairchild AFB west to Coulee City (SKA Tactical Air Navigation (TACAN) 249/66), northeast to Electric City (SKA TACAN 269/59), east to Deer Park (SKA TACAN 360/21), and southwest to Fairchild AFB. Pilots will continuously monitor Spokane Approach Control or Seattle Center frequency for ATC service. The alternate FCF area is AR-717. Use of AR-717 must be coordinated with the scheduling agency by 92 OSS/OSOF.

3.2.2. Helicopter North Functional Check Flight Area Alpha (NFCFA) ([Attachment 7](#)). The NFCFA includes the airspace from the surface to 3500' MSL (up to 4500' MSL may be requested and approved based on other traffic) in an area bounded by a line from the intersection of Highway 2 and Dover Road, north to a point 5 Distance Measuring Equipment (DME) from the SKA TACAN; then southwest along the 5 DME arc to its intersection with Highway 2, and then east along Highway 2 to the starting point.

3.2.3. Helicopter North Functional Check Flight Area Bravo (NFCFB). The NFCFB area includes the airspace from the surface to 4500' MSL based on other traffic in an area bounded by the 324 radial at 012 DME (N47 48.50 W 117 45.00), East to the 340 radial at 012 DME (N47 48.50 W 117 40.00), South to the 349 radial at 0008 DME (N47 45.00 W 117 38.00), West to the 318 radial at 009 DME (N47 45.00 W 117 45.00), then back North to the 324/012. All radials and DME are off the Fairchild TACAN.

3.3. Civil/Foreign Aircraft Use.

3.3.1. Civil aircraft are not permitted to land at Fairchild AFB except as permitted by AFI 10-1001, *Civil Aircraft Landing Permits*, and AFI 10-1002, *Agreements for Civil Aircraft*

Use of Air Force Airfields. For civil aircraft landings, a DD Form 2401, *Civil Aircraft Landing Permit*, must be executed and on file in Airfield Management.

3.3.2. Civil aircraft may conduct practice approaches at Fairchild AFB provided no undue delay exists to military aircraft. Civil aircraft cannot make touch-and-go, stop-and-go, or full-stop landings unless authorized by Airfield Management or an emergency exists.

3.3.3. Foreign government aircraft operating at USAF airfields must comply with procedures in AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*, and have an approved aircraft landing authorization number (ALAN) prior to use, except for emergencies. **NOTE:** Foreign government aircraft PPR procedures are covered in OSAA OI 13-204, *Airfield Management*, Chapter 17.

3.4. VFR Traffic Patterns.

3.4.1. Pattern altitudes are as follows:

3.4.2. Overhead Traffic Pattern. Aircraft will be vectored to "initial" at 4,200' MSL by Approach Control. Aircraft will break right on Runway 23 and left on Runway 5 ([Attachment 6](#)).

3.4.3. VFR Rectangular Traffic Pattern. Aircraft operating in the VFR rectangular pattern (closed traffic) will make right turns to Runway 23 and left turns to Runway 5 ([Attachment 6](#)).

3.4.3.1. High-performance (fighter type) aircraft: 4,200' MSL

3.4.3.2. Helicopters: 3,000' MSL

3.4.3.3. All other aircraft: 3,700' MSL **Note:** Due to the close proximity of Spokane International Airport, all Fairchild AFB traffic patterns are flown to the northwest of the runway only. Base-assigned helicopters may conduct runway operations to and from the STA as traffic permits.

3.5. Weather Minimums for VFR Patterns.

3.5.1. Ceiling shall be at least 500' above the applicable pattern altitude. EXCEPTION: Special Visual Flight Rules (SVFR) helicopters may operate in the closed pattern at an altitude that allows the pilot to maintain SVFR. Controllers will ensure SVFR requirements are maintained IAW FAAO 7110.65, 7-5-all, the Reduced Separation for SVFR Helicopters LOA, and **Paragraph 3.9.7**. Pattern altitude weather minimums are as follows:

3.5.1.1. High-performance (fighter type) aircraft: min. ceiling 2,200' AGL

3.5.1.2. Helicopters: min. ceiling 1,000' AGL

3.5.1.3. All other aircraft: min. ceiling 1,700' AGL

3.5.2. Anytime weather conditions limit a controller's ability to maintain visual contact with an aircraft, the Control Tower Watch Supervisor will close the compromised pattern (regardless of the reported weather) until the Watch Supervisor determines the weather conditions allow safe pattern operations.

3.6. Radar Traffic Patterns. Spokane Approach Control has control over Fairchild's Radar Traffic Pattern. Aircraft operating in the radar traffic pattern will do so at the following altitudes or as directed by Approach Control (see [Attachment 6](#)).

3.6.1. Fixed-wing aircraft: 5,000' MSL.

3.6.2. Helicopters: 4,000' MSL.

3.7. Radar Vector to Initial Procedure. Requests from IFR aircraft for an overhead approach shall be made with Spokane approach control. If approved, aircraft will be sequenced to a five-mile initial unless otherwise coordinated.

3.8. Availability/Restrictions for Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/Monitoring. Not available at Fairchild AFB.

3.9. Special Procedures (Helicopter, Functional Check Flight, Parachute Operations).

3.9.1. Helicopter Operating Areas.

3.9.1.1. The South Training Area (STA). The STA is designated as those portions of the Fairchild Class C and Spokane Class C surface areas from the surface up to and including 3000' MSL, bounded on the northwest by a line parallel to and 500' southeast of the edge of Runway 5/23, from the intersection of Craig and McFarlane Roads to Brooks Road; on the west by a line south along Brooks Road, continuing to the center of Medical Lake Hospital; on the south by a line along Lake Street in the town of Medical Lake, to the western edge of Silver Lake; on the southeast by a line northwest to the Federal Communications Commission monitoring station; and then back along Craig Road to its intersection with McFarlane Road, as depicted in [Attachment 7](#).

3.9.1.2. The Hoist Operations Area (HOA). The following coordinates define the HOA: N 47 35' 05.86" W 117 37' 45.18", N 47 35' 33.41" W 117 37' 45.18", N 47 35' 33.41" W 117 39' 09.39", N 47 36' 44.90" W 117 39' 09.38", as depicted in [Attachment 8](#).

3.9.2. Helipad/Helicopter Landing areas. Control Tower cannot provide positive control for helicopter operations at areas other than Helipad 1. At locations other than Helipad 1, pilots are responsible for ensuring that areas are clear before requesting clearance for departure and landings. Control Tower may allow the operations at the pilot's own risk. The helicopter takeoff and landing areas are:

3.9.2.1. Helipad 1 is located on Taxiway Papa between the Taxiway Golf and Taxiway Hotel. Take off parallel to the runway unless otherwise requested due to winds or to avoid taxiing aircraft. Helipad 1 is restricted to daytime, VFR use only due to the lighting configuration on Helipad 1.

3.9.2.2. STA. Helicopters will avoid flying over Control Tower and Survival School while in the STA. Helicopters may land and takeoff, at their own risk, in the STA without coordination with the tower, unless otherwise directed by ATC.

3.9.2.3. Hoist Operations Landing Area is located in the STA next to Survival School. Pilots are responsible for clearing the area before takeoff or landing. Takeoff and landing clearances will not be issued. Operations will be conducted at the pilot's own risk.

3.9.3. Helicopter Departures. If a helicopter is departing the area from Taxilane Juliet, “The Ladder” (Taxilane Juliet between Taxiway Foxtrot and Taxiway Golf), or from Skid Row (the helicopter parking area next to hangar 1005) the following procedures will apply:

3.9.3.1. Helicopters departing west – northwest – north bound from The Ladder, Skid row do not need to hold for wake turbulence after a heavy aircraft departure. The helicopter must request to depart west-northwest – north bound and Control Tower must approve the departure as west –northwest – north bound only.

EXAMPLE: “ON DEPARTURE PROCEED WESTBOUND (OR NORTHWEST/NORTH BOUND), DEPARTURE FROM SKID ROW WILL BE AT YOUR OWN RISK, USE CAUTION. WIND (direction) AT (velocity)” (any additional information as necessary).

3.9.4. Communications. Helicopters will continuously monitor Control Tower frequencies while operating in the STA or Fairchild designated airspace.

3.9.5. Communications Failure (VFR Aircraft). Helicopters unable to contact Control Tower due to radio problems will:

3.9.5.1. When north of the runway, make an approach to Helipad 1 from the northwest, flash the landing light, watch for light-gun signals and wait for Control Tower to give a green light indicating the helicopter is cleared to land at Helipad 1.

3.9.5.2. When south of the runway, hover west of Control Tower, flash the landing light, watch for light gun signals, and wait for Control Tower to give a green light indicating clearance for the helicopter to land on Helipad 1.

3.9.6. Parachute Training. Day and night parachute activities may be conducted on the airfield with the following provisions:

3.9.6.1. The primary helicopter Drop Zone (DZ) is the Fairchild DZ, which encompasses the runway from Taxiways D to A, extending north to include the parallel taxiway and to the south in front of Control Tower to a line parallel to the fenced portion of the survival school. Additionally, the Ellington DZ located within the STA may be used. Other aircraft operations may experience ATC delays, as published in the *IFR Supplement* (or by NOTAM if other than published), to non-helicopter activity during scheduled parachute operations.

3.9.6.2. Periodically, the 336th Training Group Survival, Evasion, Resistance, and Escape (336 TRG/SERE) conducts parachute operations for training on the airfield. Parachute operations for training could include altitudes up to 12,000’ MSL.

3.9.6.3. The 336 TRG/SERE will request, through Airfield Management, posting of a NOTAM for other than published jumps NLT 72 hours prior to the event. The published or NOTAM window will not normally be extended.

3.9.6.4. Prior to the actual parachute operation, the aircrew will coordinate the desired altitude with Fairchild Control Tower and will notify the Control Tower one minute prior to streamer or jumper drop. After deployment aircrew will notify Control Tower (Example: “Streamers (or jumpers) away”) and state number of jumpers deployed. The aircrew will coordinate with the Control Tower prior to each sequence and will notify Control Tower when parachute operations are complete.

3.9.6.5. Fairchild DZ Only. Prior to streamer or jumper drop, Control Tower will suspend runway operations until the jumpers have vacated the CMA and Airfield Management completes the runway check. The DZ party will recover the streamers and may request assistance from Airfield Management personnel recover the streamers.

3.9.6.6. Helicopters utilizing the STA during parachute operations on the Fairchild DZ shall be restricted to east of the Control Tower from the time jumpers have left the aircraft and until all jumpers are safely on the ground.

3.9.6.7. If at any time a jumper strays out of the designated DZ in use, Control Tower shall take immediate action to direct the helicopter to the far eastern side of the STA. Control Tower shall issue traffic on jumpers until the helicopter reports them in sight or they are no longer a factor.

3.9.7. Helicopter Special VFR Procedures.

3.9.7.1. No more than four helicopters may operate SVFR in the STA and FTA at one time, with no more than two in any one area and only if all aircraft can maintain visual separation from each other.

3.9.7.2. Request clearance from Control Tower for entry into and departure from designated areas.

3.9.7.3. Helicopter SVFR operations will remain within the confines of the designated airspace.

3.9.7.4. Control Tower shall issue arriving and departing traffic information to helicopters conducting SVFR operations in the STA in sufficient time to permit required pilot action. When helicopters are operating SVFR in the STA or Fairchild designated airspace, and visual separation cannot be maintained, helicopters will be instructed to land and remain on the ground until other separation can be applied or traffic is no longer a factor.

3.9.7.5. SVFR helicopters are responsible for maintaining visual reference to the surface and avoiding the fixed wing traffic pattern.

3.9.8. Hoist Operations. The 36 RQF has a requirement to conduct hoist operations at the HOA area as part of USAF Survival School student training. In order for helicopter aircraft to air taxi to HOA area for hoist operations, the weather minimums must be IAW AFI 11-2UH-1NV3, *UH-1N Helicopter Operating Procedures*. The 36 RQF will comply with the following procedures when conducting hoist operations:

3.9.8.1. Request approval from ground control to air taxi to the HOA at or below 100' AGL to conduct hoist operations.

3.9.8.2. Maintain visual reference to the surface while air taxiing and avoid over flight of aircraft holding in position on the runway or taxing.

3.9.8.3. Advise ground control when hoist operations have begun and when operations are completed.

3.9.9. Autorotations: Autorotations are Practice Precautionary Approaches conducted helicopters which simulate engine failure.

3.9.9.1. Pilots requiring autorotation approaches shall make request through Control Tower.

3.9.9.2. If an altitude deviation is required from the normal helicopter pattern (3000' MSL), the pilot will make a request for the deviation no later than crosswind turn and before passing 3000' MSL. Approval will be based on traffic conditions, weather, etc.

3.9.9.3. If an altitude deviation is not required, the pilot will state "autorotation" in their base turn call to Control Tower. A landing (or any option) clearance issued by Control Tower is approval for the operation.

3.9.9.4. Traffic and sequencing will be issued in the same manner as any other aircraft operating within Class C Airspace.

3.9.9.5. Autorotations will not be terminated by Control Tower once the helicopter makes base turn. Autorotations, conducted to the runway, will normally be executed to a low approach; however, a pilot may request a full stop landing. Autorotations, conducted to a taxiway, will be executed to a full stop.

3.9.9.6. DELETED.

3.10. Protection of the Overhead Traffic Pattern. During VFR conditions, Tower will instruct all aircraft conducting departures, touch-and-go, stop-and-go, and low approach landings to remain at or below 3,700 until departure end of the runway for protection of the overhead pattern. Tower shall issue the following to all IFR departing aircraft: *"(ACID), maintain at or below 3,700 until departure end of the runway, overhead in use (traffic information)."*

3.11. Local Aircraft Priorities.

3.11.1. ATC will provide service to aircraft operating at Fairchild AFB in the following order of precedence:

3.11.1.1. Alert departures/National Airborne Operations Center (NAOC) (non-exercise).

3.11.1.2. Rescue missions (RESCUE call sign).

3.11.1.3. Contingency operations.

3.11.1.4. MEDEVAC aircraft (indicates operational priority is requested) AIR EVAC or HOSP aircraft (if priority requested).

3.11.1.5. Federal Aviation Administration (FAA) flight inspection aircraft.

3.11.1.6. Full Stop arrivals

3.11.1.7. Exercise aircraft (as determined by the 92 OG/CC or higher authority).

3.11.1.8. Departing aircraft.

3.11.1.9. Base-assigned aircraft/transition pattern.

3.11.1.10. Transient transition pattern. **NOTE:** These priorities are supplemental to the operational priorities listed in FAAO7110.65.

3.11.2. Address inquiries pertaining to alleged ATC delays to the AOF/CC or Chief Controller. They will investigate and determine delay cause.

3.12. Intersection Departures. Intersection departures are authorized as follows ([Attachment 2](#)):

3.12.1. Runway 23 intersection departures (distance remaining):

3.12.1.1. Taxiway F: 11,550'

3.12.1.2. Taxiway D: 7,050'

3.12.1.3. Taxiway C: 4,800'

3.12.2. Runway 05 intersection departures (distance remaining):

3.12.2.1. Taxiway B: 10,500'

3.12.2.2. Taxiway C: 9,050'

3.12.2.3. Taxiway D: 6,800'

3.13. Same Runway Opposite-Direction Procedures. The following minima apply to all aircraft utilizing the same runway:

3.13.1. Arrival versus Arrival: An arrival shall not proceed closer than 10-mile final until the opposing arrival inside of 10 miles has made a full stop, or executed missed approach, climbed out, and turned to avert conflict.

3.13.2. Arrival versus Departure: An arrival shall not proceed closer than 10-mile final from the time an opposing departure is released, airborne, and turned away from the final approach course.

3.13.3. Departure versus Arrival: A departure shall not become airborne from the time an opposing arrival reaches 10-mile final, lands, or executes a missed approach and climbs out passed the runway end.

3.14. Restricted Low Approaches. When personnel or equipment are on the runway, Tower may authorize restricted low approaches at or above 3,000' MSL (500' AGL) to locally assigned heavy aircraft. Transient heavy aircraft will be assigned 3,500' MSL (1,000' AGL).

3.15. Standard Breakout/Go Around/Missed Approach Procedures.

3.15.1. Breakout Procedures. Due to the close proximity of Spokane International Airport there is no standard break out procedure for Fairchild AFB. Spokane Approach Control will issue break out instructions based on existing traffic conditions.

3.15.2. Aircraft instructed by Control Tower to "go-around" while operating in the VFR rectangular or the overhead pattern will climb and maintain the appropriate rectangular pattern altitude **paragraph 3.4**, unless instructed otherwise by ATC.

3.15.3. Aircraft instructed to "go-around" while conducting an instrument approach will *maintain at or below 3,700 feet MSL and fly runway heading until reaching the departure end of the runway*, and then will execute the published missed approach procedure or comply with standard abbreviated climb out instructions, unless instructed otherwise by ATC. Aircraft without two-way communication capability will remain with Control Tower and enter closed traffic following a "go-around," weather permitting; otherwise aircraft will comply with lost-communications procedures in **paragraph 4.12**.

3.15.4. Unless otherwise instructed by ATC, missed approach procedures will be flown as published.

3.16. Standard Abbreviated Climb-out Instructions. Standard abbreviated climb-out instructions may be issued by ATC to base-assigned aircraft in accordance with current subject Letter of Agreement (LOA). Aircraft will advise ATC when unable to comply with abbreviated climb-out instructions. Aircraft issued standard abbreviated climb-out instructions will execute procedures as follows:

3.16.1. West Climb:

Runway 23 – *Turn right heading 290, climb and maintain (altitude assigned by ATC), departure frequency 123.75 or 282.25.*

Runway 05 – *Turn left heading 290, start the turn no later than 2 DME from the SKA TACAN, complete the turn through heading 360 within 3.8 DME of the SKA TACAN, maintain (altitude assigned by ATC), departure frequency 123.75 or 282.25.*

3.16.2. If the SKA TACAN is unavailable and/or the aircraft is not capable of receiving TACAN DME data the following climb out instructions for RWY 5 will be issued:

Turn left heading 290, start the turn at the departure end of the runway, complete the turn through heading 360 within 2NM of the departure end of the runway, maintain (altitude assigned by ATC), departure frequency 123.75 or 282.25.

3.17. Circling Procedures. Circling approaches are authorized north of the runway only. No aircraft will be allowed to circle south of the runway.

3.18. Multiple Approach Procedures. Aircraft conducting multiple IFR approaches or requesting radar service from the VFR closed traffic pattern shall be issued standard abbreviated climb-out instructions. When necessary, alternate instructions may be issued after coordination with approach control.

3.19. Reduced Same Runway Separation (RSRS). RSRS is authorized between same type/category tanker aircraft (i.e., KC-135R following KC-135R), provided the following additional requirements are met:

3.19.1. No more than two arriving aircraft are on the runway at the same time.

3.19.2. Only between sunrise and sunset.

3.19.3. For full-stop landings only.

3.19.4. Runway is dry.

3.19.5. 8,000' of separation exists between arriving aircraft (by the time the second aircraft crosses the landing threshold). This criterion applies to all USAF and ANG aircraft assigned to Fairchild AFB.

3.20. VFR Departures. VFR aircraft will advise ground control of their desired direction of flight and the Control Tower will issue the initial beacon code and frequency for Class C radar service.

3.21. Local Departure Procedures. Unless otherwise directed by ATC, pilots can expect to fly runway heading on departure, climbing to 12,000.

3.22. Fixed Wing Special VFR (SVFR) Procedures. SVFR phraseology and procedures will be IAW FAAO 7110.65.

3.23. Visual Separation. Visual separation by Control Tower personnel may be applied between aircraft landing Spokane International Airport (GEG) and Fairchild AFB IAW current Visual Separation Waiver. The application of visual separation between GEG and Fairchild AFB may be applied IAW procedures contained in the current Spokane Air Traffic Control Tower and Fairchild AFB Air Traffic Control Tower/92 OG Visual Separation Letter of Agreement.

3.24. Controlled Departure Times. Aircrews desiring a specific departure time from Fairchild AFB will notify Control Tower no later than five minutes prior to the requested departure time.

Chapter 4

EMERGENCY PROCEDURES

4.1. Primary Crash Alarm System (PCAS). Control Tower will activate the PCAS or "Crash Phone" on all declared and observed aircraft and airfield emergencies, including exercise inputs. **Note:** If the PCAS is out of service, Tower will notify Airfield Management via landline, and Airfield Management will activate the Secondary Crash Net (SCN), relay that PCAS is out of service OTS, and forward the pertinent emergency information.

4.1.1. Members on the PCAS are:

4.1.1.1. Tower.

4.1.1.2. Airfield Management.

4.1.1.3. Ambulance Services and Medical Control Center (when activated).

4.1.1.4. Fire Department.

4.1.2. The Watch Supervisor/Senior Controller shall ensure activation of the primary crash system in the following situations:

4.1.2.1. In-flight/Ground Emergencies.

4.1.2.2. Unauthorized aircraft movement (Hijack).

4.1.2.3. Unsafe weapons or external stores not visible to the pilot.

4.1.2.4. Aircraft accident.

4.1.2.5. Bomb threat.

4.1.2.6. Control Tower evacuation.

4.1.2.7. Disaster preparedness exercises (unless otherwise coordinated).

4.1.2.8. When an aircraft reports hot brakes after landing or during taxi operations.

4.1.3. PCAS Information. Control Tower transmits the following information via the primary crash phone upon receipt (normally, the first three items listed are necessary to activate the crash phone): type of emergency (ground, in-flight, exercise input), nature of emergency, type aircraft/call sign, pilot's intentions, number of persons on board, fuel remaining in pounds or minutes, estimated time of arrival, runway of intended landing, wind information, type of hazardous cargo on board, and any necessary additional information.

4.1.4. After information is transmitted, Control Tower will conduct a roll call of all agencies with transmit capability on the PCAS. Agencies will acknowledge receipt of information by providing operator initials and hanging up the PCAS immediately. Unless the emergency or exercise situation necessitates additional PCAS activation, Control Tower will use the regular telephone system and FM radio nets to relay additional non-urgent information

4.1.4.1. If Ambulance Services does not answer the PCAS, they will be contacted by Fire Department dispatch IAW 92 MGI 41-28, *Ambulance Services*.

4.1.5. Tower will monitor crash net (from activation to emergency termination) and relay any additional information to the on-scene commander.

4.2. Secondary Crash Net. After Control Tower passes information over the PCAS, Airfield Management will ring out the SCN with all pertinent information.

4.2.1. Members on the SCN are:

4.2.1.1. Fire Department

4.2.1.2. Weather

4.2.1.3. Security Forces

4.2.1.4. Command Post

4.2.1.5. Ambulance Services

4.2.1.6. MOC

4.2.1.7. Transportation

4.2.1.8. Mission Support Group Commander (MSG/CC)

4.2.1.9. Safety

4.2.1.10. Emergency Management

4.2.1.11. 36 RQF

4.2.1.12. EOD

4.2.1.13. Civil Engineering Heavy Equipment

4.3. Daily PCAS/SCN Check. To ensure both systems are fully operational, Control Tower and Airfield Management will check the crash phone system.

4.3.1. The Control Tower shall check the primary crash net daily between 0645-0715L. Agencies that have transmit capability will acknowledge the daily PCAS check by stating the quality of the transmission received (i.e. "loud and clear"), and providing operator initials before hanging up the phone.

4.3.2. Airfield Management shall check the SCN daily between 0800-0830L. Additionally, a check of the alternate SCN is completed on the first Wednesday of the month. Crash net checks taking place during times other than those above must be coordinated prior to activation. The procedures in **paragraphs 4.3 and 4.4** apply to all agencies on the SCN during activation of the system. Airfield Management may activate the SCN without prior activation of the PCAS to relay urgent information concerning aircraft or airfield operations as required. Airfield Management will notify the Control Tower any time the SCN is activated without prior activation of the PCAS.

4.4. Emergency Response Procedures. Fairchild's emergency response procedures are outlined in the Fairchild AFB Operations (OPLAN) 10-2, *Emergency Management* and Fairchild AFB PLAN 91-204, *Mishap Response Plan*. These publications document the procedures for on and off base in-flight/ground emergencies and the responsibilities of the on-scene commander.

4.5. Hot Brake Procedures. The hot brake areas are located at both runway hammerheads. Pilots suspecting hot brakes will notify Control Tower and taxi to the nearest hot brakes area. Pilots will follow directions of Fire Department and Aircraft Maintenance personnel. Fire department in coordination will establish a cordon to ensure the safety of other aircraft and personnel.

4.6. Hot Gun/Hung Ordnance Procedures.

4.6.1. Hot Gun: When an aircraft reporting "hot gun" is inbound for landing, the Control Tower will activate the PCAS. Runway will be closed after the aircraft lands and until released by the On-Scene Commander (OSC). Whenever possible, the aircraft will land on Runway 23. Aircraft landing with a hot gun (i.e. jammed or otherwise malfunctioning weapon) will be instructed to make a full stop landing and roll-out to a complete stop on the runway without making any turns on the ground (i.e. remain runway heading). The aircraft will not be issued taxi clearances which would require a turn off the runway until approved to do so by the OSC. Aircraft landing on Runway 5 will be instructed to back taxi on the runway to Taxiway Alpha with a right 180 degree turn.

4.6.2. Hung Ordnance: When an aircraft reporting "hung ordnance" is inbound for landing, the Control Tower will activate the PCAS. Aircraft landing with hung ordnance (i.e. bomb-type, fuel tanks, and other non-forward firing stores) will be instructed to make a full stop landing and taxi to designated de-arming area on Taxiway Alpha. Aircraft landing with forward firing hung ordnance (i.e. missiles) will comply with procedures in [paragraph 4.6.1](#) with respect to turns after landing. Whenever possible, the aircraft will land on Runway 23, exit the runway at Taxiway Alpha, and hold there until cleared by the on scene commander to continue taxiing. Aircraft landing on Runway 5 will be instructed to back taxi on the runway to Taxiway Alpha. **Note:** Restricting aircraft with hot guns or forward-firing hung ordnance from making turns away from runway heading is intended to minimize the potential for damage to base assets which could result from a weapon misfire. Reference: Fairchild AFBI 91-201, *Weapons Safety Program*.

4.7. Aircraft Bomb Threat. Aircraft suspected of having a bomb onboard will use the following procedures unless otherwise directed by the OSC:

4.7.1. Whenever possible, arriving aircraft will land on Runway 23, exit the runway at Taxiway Alpha, and hold there until cleared by the OSC to continue taxiing.

4.7.2. Aircraft landing on Runway 05 will back-taxi on the runway to Taxiway Alpha.

4.7.3. Relay all requests for Explosive Detection K-9 Teams to the CP and the Weapons Safety Office. The CP will notify SFS.

4.8. Emergency Locator Transmitters. Emergency Locator Transmitters (ELTs) may be tested during the first five minutes of the hour for no more than three audible sweeps. All other ELT signals must be handled as an emergency, regardless of duration, as follows:

4.8.1. Control Tower will notify Airfield Management immediately upon receipt of an ELT.

4.8.2. Airfield Management will:

4.8.2.1. Check the local aerodrome for the transmission source (MOC, Survival School, Aircrew Life Support, etc.) if the signal appears to be coming from the base.

4.8.2.2. Forward periodic progress reports on locating and silencing errant signals to Control Tower and Seattle Air Route Traffic Control Center (ARTCC).

4.8.2.3. If the source cannot be located, activate the secondary crash net and initiate search and rescue operations if appropriate. Reference: FAAO 7110.65, Chapter 10.

4.9. Runway Use During Emergencies.

4.9.1. All emergency vehicles must receive approval from Control Tower prior to entering the CMA. Vehicles will hold short of the runway and request permission from Control Tower to enter/cross the runway.

4.9.2. Fairchild Control Tower will give priority to emergency response vehicles and suspend runway operations when:

4.9.2.1. An aircraft accident occurs on or in the immediate vicinity of the airfield. For the purpose of this instruction, the "immediate vicinity" of the airfield is defined as any location, on or off base, where safety of other aircraft could be potentially jeopardized as a result of the accident site (i.e. approach and departure zones) as determined by the Control Tower Watch Supervisor and/or Airfield Management. **Note:** An aircraft accident can involve smoke, flame, toxic fumes, explosions and other phenomena which could be considered hazardous to nearby aircraft.

4.9.2.2. An inbound emergency aircraft lands. **EXCEPTION:** Emergency fuel and physiological emergencies will not automatically result in runway suspension.

4.9.2.3. A safety hazard is observed on the runway or in a location, which could potentially jeopardize flight safety.

4.9.2.4. An aircraft is disabled on the runway for mechanical or other reason and requires assistance to exit the runway.

4.9.3. Suspend runway operations until a FOD check is completed. Control Tower will not resume normal operations until authorized by Airfield Management.

4.9.4. Control Tower personnel will suspend runway operations when applicable and advise Airfield Management. Airfield Management will respond to the runway to resume operations once the issue has been corrected. Airfield Management will issue required NOTAMS when applicable. **Note:** Airfield Management must temporarily suspend/close runway operations when any unsafe condition affects runway operations (e.g. FOD, bird condition, snow removal, airfield construction, pavement repair, etc.). The suspension/closure announcement will be accompanied with the time runway operations are expected to resume. Airfield Management will complete an airfield check and report the airfield status/runway condition prior to resuming operations. Suspensions are very short in duration such as responses to in-flight emergencies, FOD, bird conditions. Closures are normally for extended periods such as snow removal operations and construction/repair activities.

4.10. Control Tower Evacuation. Fairchild AFB is not equipped with alternate facilities for air traffic control operations in the event the Control Tower is evacuated or otherwise not operational.

4.10.1. Evacuate Fairchild Control Tower when any of the following conditions exist:

4.10.1.1. Sustained wind velocity or gusts exceed 70 knots. Wind velocity may be determined using any of the available wind sensors. If this occurs 92 CES will accomplish an infrastructure evaluation to determine the building is safe for occupation.

4.10.1.2. Fire, smoke, fumes, or natural disaster threatens the Control Tower and/or tower personnel.

4.10.1.3. A bomb threat against the Control Tower has been received.

4.10.2. Prior to evacuation, time permitting, Control Tower personnel will:

4.10.2.1. Broadcast on all air traffic control frequencies (to include emergency and ATIS frequencies) that Fairchild AFB Control Tower is being evacuated and runway operations are suspended. All airborne aircraft shall be advised to contact Spokane Approach Control for further instructions. All taxiing aircraft shall be advised to return to parking and contact CP.

4.10.2.2. Activate the PCAS. **Note:** If unable to complete the evacuation checklist, Control Tower will contact Airfield Management via telephone.

4.10.3. Upon notification of Control Tower evacuation, Airfield Management will:

4.10.3.1. Notify Spokane Approach Control when the Fairchild Control Tower evacuates.

4.10.3.2. Activate the SCN and relay all information verbatim.

4.10.3.3. Issue the following NOTAM: "Fairchild AFB Control Tower has been evacuated and the airfield is closed. Contact Command Post for further instructions."

4.11. Airfield Management Facility Evacuation. In the event Airfield Management is required to evacuate they will relocate to the alternate Airfield Management facility, Bldg. 2005, Room 126D. The alternate facility is stand up ready and is checked weekly to ensure all equipment is operational. Airfield Management will also be in the AM vehicle to meet inbound transient crews and respond to airfield needs. Equipment located in the alternate facility:

4.11.1. Computer and printer for AISR flight planning, NOTAMS and AF FORM 3616 use

4.11.2. Phone lines (same as primary AM) rings in both locations

4.11.3. Fax machine to receive flight plans (CP will advise both home station and transient aircrew or the evacuation and contact numbers)

4.11.4. Alternate SCN tested the first Wednesday of each month.

4.11.5. Hand held radios will be taken as part of the evacuation.

4.12. Lost Communication/Minimum Communication Procedures.

4.12.1. In the event an aircraft loses two-way communication capability, aircrew should take the following actions regardless of phase of flight or weather conditions:

4.12.1.1. Adjust transponder to reply on MODE A/3, code 7600 (communications failure code).

4.12.1.2. Monitor NAVAID voice features, if available.

4.12.1.3. Attempt to reestablish two-way radio contact by all available means, to include use of guard frequencies, and relay of communications through alternate agencies.

4.12.2. Lost Communication. Aircraft without two-way communication (neither transmit nor receive) capability will execute the following procedures depending on weather conditions, and phase of flight:

4.12.2.1. IFR under radar control ([Attachment 9](#)):

4.12.2.2. In Visual Meteorological Conditions (VMC): Maintain VMC; maintain visual separation from all observed traffic; land as soon as practicable.

4.12.2.3. In Instrument Meteorological Conditions (IMC):

4.12.2.3.1. On initial departure: Execute published missed approach procedure or proceed direct KNOCK; conduct a minimum of one turn in holding at KNOCK maintaining 6000' MSL; execute one ILS or TACAN approach as published for the runway in use; "IDENT" when departing KNOCK.

4.12.2.3.2. In radar pattern: Establish aircraft on radar downwind, maintain 5000' MSL; intercept published portion of ILS or TACAN approach for the runway in use (14 DME arc in all cases); execute remaining portion of published approach.

4.12.2.3.3. Enroute to Fairchild AFB: Proceed via remaining portion of flight plan route (or direct if "SKA" is not part of the filed or cleared route) to SKA TACAN at last assigned altitude; proceed direct KNOCK (do not descend until reaching KNOCK); conduct a minimum of one turn in holding at KNOCK maintaining 6000' MSL; execute one ILS or TACAN approach as published for the runway in use; "IDENT" when departing KNOCK. **Note:** Use of the transponder "IDENT" function when departing KNOCK is intended to advise ATC that the lost-comm. aircraft is commencing the published approach.

4.12.2.4. VFR under tower control: Continue flight on established traffic pattern ground track; maintain VMC; maintain visual separation from all observed traffic; land as soon as practicable. **Note:** Whether conducting an instrument approach or operating in the VFR traffic patterns, lost communication aircraft are expected to perform one approach to a full stop landing. Once established on final, aircraft should watch for appropriate light signal from the tower. Standard go-around procedures apply (see [paragraph 3.15](#)). Reference: *AIM Chapter 6; Federal Aviation Regulation (FAR) Part 91*

4.12.3. Minimum Communications. Aircraft operating with receiver-only communications capability will acknowledge ATC instructions as follows:

4.12.3.1. IFR or VFR under radar control: Acknowledge instructions as directed by ATC using transponder functions (i.e. "IDENT" or "STANDBY"), or via identifying turns.

4.12.3.2. VFR under tower control: Between sunrise and sunset, rock wings while in flight, or move ailerons or rudder while on ground. Between sunset and sunrise, flash landing or navigation lights.

4.13. Controlled Bailout/External Stores Jettison. The controlled bailout/external stores jettison area is located on the Fairchild TACAN 230 radial at 10 DME. Fairchild Control Tower will activate the PCAS when informed of an impending external stores jettison or bailout.

4.13.1. If the location is on-base Airfield Management will coordinate with applicable agencies, i.e. 92 CES, Control Tower or Spokane ATC, depending on location, to assist with plotting the incident location.

4.13.2. If the location is off-base, 92 ARW/SEF and/or 92 CES may request assistance from Control Tower to assist with plotting the incident location.

4.14. Fuel Dumping.

4.14.1. 92 ARW aircrews must notify the CP and the OG/CC or designated representative, prior to fuel dumping, unless emergency conditions dictate otherwise.

4.14.2. Obtain clearance to hold northeast of the SKA 010/063 fix (left turns, 10 NM legs) at FL 200. Notify ATC prior to commencing fuel dumping, and after fuel dumping is complete (see [Attachment 10](#)). **NOTE:** 20 NM holding legs are available if needed.

4.14.3. Fuel dumping areas on the airfield are the Taxiway Alpha warm-up pad and Taxiway Hotel between the runway and Taxiway Papa. Fuel dumping on the airfield is for emergencies only and requires OG/CC approval.

4.15. Anti-Hijacking Procedures. Anti-Hijack procedures are outlined in FAAO 7110.65, AFI 13-207, *Preventing and Resisting Aircraft Piracy (FOUO)*, and JO 7610.4, *Special Operations*. Additionally, *ENCL 5 TO TAB C TO APPENDIX 1 TO ANNEX M OF 92 ARW PLAN 31-1 (HIJACK PREVENTION AND RESISTANCE PLAN)*, establishes the procedures to be used in the event of a hijacked or suspected hijacked aircraft.

4.16. Airport Rescue Firefighting (ARFF) Reduction in Service Procedures. The following procedures ensure compliance with AMCI 11-208, TANKER/AIRLIFT OPERATIONS and AFI 13-204 V3, AIRFIELD OPERATIONS PROCEDURES AND PROGRAMS and enhance aircrew safety when flying during times of degraded firefighting capability.

4.16.1. Fire Department notifies AMOPS when the ARFF capability falls below Optimum Level of Service (OLS) IAW the requirements in Table 4.1. AMOPS will publish a NOTAM anytime ARFF is downgraded to either Reduced Level of Service (RLS) or Critical Level of Service (CLS). If the capability reaches CLS, AMOPS will update the Airfield Status Display with 92 OG/CC approval/disapproval to continue locally generated missions. **NOTE:** For locally-generated missions and TACC-generated missions, aircrew must obtain their own waiver.

4.16.2. Wing leadership may also implement any of the following restrictions:

4.16.2.1. Minimize, restrict or stop normal flying operations.

4.16.2.2. Minimize or stop aircraft maintenance and/or refueling and or concurrent servicing operations upon coordination with the MXG/CC and MSG/CC.

4.16.2.3. Stop transition training.

4.16.2.4. Minimize or stop local exercises.

4.16.2.5. Seek relief from higher headquarters exercises or taskings.

4.16.2.6. Restrict passenger processing/movements/VIP and/or DV arrival/departures.

4.16.2.7. Restrict specific category(s) of transient aircraft.

Table 4.1. Fairchild AFB Crash Fire Matrix

Aircraft Type		Optimum Level of Service		Reduced Level of Service		Critical Level of Service		Inadequate Level of Service		Assigned Normal Level of Service
	USAF CAT	OLS-firefighters	OLS-Gallons VVRP+Q1+Q2+Q3	RLS-firefighters	RLS-Gallons Q2+Q1	CLS-firefighters	CLS-Gallons Q1	ILS-firefighters	ILS-Gallons	Bases of assigned aircraft (USAF Cat 1-6)
F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34, RQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F-22	1	14	2,500-1,340	13-8	1,339-526	7	526-325	6-4	324	OLS
C-20, C-27	2	14	4,000-2,760	13-8	2,759-1,316	7	1,315-752	6-4	751	OLS
C-9, C-40, C-130, E-3, E-8, T-43, C-37, MH-53, C-32, C-22, RC-135	3	14	5,000-4,880	13-8	4,879-3,335	7	3,334-1,322	6-4	1,321	OLS
C-17, B-1, B-2, B-52, KC-135, KC-46	4	16	8,000-7,780	15-8	7,779-4,364	7	4,364-1,732	6-4	1,731	OLS
VC-25, KC-10, E-4 (747), MD-11	5	17	10,000-9,570	16-8	9,569-6,292	7	6,291-2,330	6-4	2,329	RLS
C-5	6	18	13,000-12,626	17-8	12,625-7,508	7	7,507-2,589	6-4	2,588	RLS

Notification Requirements:

1. Below Optimum Level Service – Crew awareness via NOTAM and Airfield Status Display in AMOPS.
2. Below Reduced Level Service – 618 AOC (TACC) director (or designated representative) approval for TACC missions. OG/CC approval for unit planned missions.
3. Below Critical Level of Service – 18 AF/CC (or designated representative) approval.

Definitions:

1. **Optimum Level of Service (OLS).** The amount of agent and firefighters needed to execute rescue operations on both the interior and exterior of an aircraft that is involved in a large fire.
2. **Reduced Level of Service (RLS).** The amount of agent and firefighters needed to execute rescue operations at one location of the aircraft that is involved in a substantial fire.
3. **Critical Level of Service (CLS).** The amount of agent and firefighters needed to execute rapid intervention at one location of the aircraft that is involved in a small fire.

Chapter 5

SPECIAL OPERATIONS

5.1. Unusual Maneuvers. No aircraft will conduct unusual maneuvers as defined in FAR Part 91 without the approval of the OG/CC. Requests for unusual maneuvers will be submitted initially through Airfield Management, OG Standardization and Evaluation (92 OG/OGV) and 92 ARW/SEF at least 30 days in advance. All aerobatic requests require FAA approval with at least 60 days advance notice. Requests made by aircraft through Control Tower will be denied.

5.2. Aero Club Operations. Fairchild currently has no aero club.

5.3. AIR EVAC Flight Notification. Control Tower will notify Airfield Management of inbound AIR EVAC aircraft no later than 15 NM (flying miles) from landing. Control Tower will relay information as requested by the pilot. Airfield Management will notify TA, SFS, and Beneficiary Services at the medical clinic and complete appropriate Quick Reaction Checklist (QRC).

5.4. Unauthorized Aircraft Arrival/Departure. Control Tower shall notify Airfield Management of any aircraft, inbound or outbound, which do not have prior flight plan coordination (see [paragraph 2.18](#)). Airfield Management is responsible for determining the validity of flight plans and for notifying SFS and other applicable agencies of an unauthorized inbound aircraft. Except as may be authorized for air-show or open-house departures, outbound aircraft without a valid flight plan requesting taxi or takeoff clearance will be referred to Airfield Management for flight planning services. Unauthorized aircraft landings, departures, or taxi operations will be handled IAW AFI 10-1001, AM OI 13-204, applicable QRCs and 92 ARW 31-1 Integrated Defense Plan.

5.5. Silent Warrior Procedures. Silent Warrior procedures are established as aircrew training tools to simulate launching aircraft in a communications-sensitive environment where discrete communications are of utmost importance. Silent Warrior procedures are performed IAW Fairchild AFBI 11-201, *Silent Warrior Procedures*.

5.6. Tactical Arrivals and Departures (TAD) Procedures. TAD procedures are established as aircrew training tools to simulate operating at airfields in close proximity to known or suspected ground-to-air threats. These procedures are controlled and performed IAW the current Tactical Arrivals and Departures LOA.

5.7. Simulated Flameout Operations (SFO). SFO's are not authorized at Fairchild AFB.

5.8. Night Vision Device (NVD) Operations. Use of NVDs are not authorized for ATC or AM Ops personnel. Full blackout airfield operations are not authorized at Fairchild AFB. Requests for reduction in lighting intensity to the runway or approach lights will only be permitted if the following criteria are met:

5.8.1. Scheduling Procedures/Notification/Coordination Requirements. Aircrew will notify AMOPS of the request no later than 48 hours prior to operations. EXCEPTION: Control Tower may approve helicopter NVD operations within 48 hours on a case by case basis only if traffic and weather permits. A NOTAM for NVD operations will be published by AMOPS.

5.8.1.1. Tower will include an advisory on the ATIS broadcast at least 30 minutes prior to, or as soon as practical thereafter, of NVD operations commencing and continuing through the duration of operations. *“NVD OPERATIONS IN EFFECT AT FAIRCHILD AFB UNTIL XXXXZ. ALL NON-PARTICIPATING AIRCRAFT CONTACT GROUND CONTROL 10 MINUTES PRIOR TO DEPARTURE OR PATTERN ENTRY FOR COORDINATION.”*

5.8.1.2. If the ATIS is out of service, Control Tower will broadcast NVD operations commencement on Local and Ground Control frequencies 30 minutes prior to NVD operations or as soon as practical thereafter. *“NVD OPERATIONS AT FAIRCHILD AFB (WILL BEGIN AT XXXXZ).”*

5.8.2. Weather/Lunar Illumination Requirements. Weather requirements for pattern work are defined in **paragraph 3.5**. Aircrews are responsible to determine adequate laser illumination.

5.8.3. NVD Taxi Routes/Traffic Patterns. Taxiway lights will not be turned off for NVD operations. Therefore, Fairchild AFB does not require NVD taxi routes. Traffic patterns will be flown IAW **paragraph 3.4, 3.6** and **Attachment 6**. Fairchild AFB is not equipped with IR lighting, nor will airfield lighting be turned off; therefore, Airfield Management is not required to conduct an airfield check prior to NVD operations.

5.8.4. Vehicle Operations. IAW FAFBI 13-213, *Airfield Driving*, night-vision device (NVD) driving operations will not be conducted on the Fairchild AFB airfield.

5.8.5. Traffic Pattern/Flow Restrictions/Termination Procedures. Participating and non-participating aircraft will not be mixed in Fairchild's assigned airspace. Tower will use the following phraseology prior to terminating NVD operations: *—ATTENTION (ALL ACFT) or (CALL SIGN), / (NVD) OPERATIONS TERMINATED/SUSPENDED FOR (REASON).* May be followed by *“SAY INTENTIONS.”*

5.8.5.1. Arrival Procedures. NVD operations will be terminated and Control Tower will restore normal lighting for a non-participating IFR arrival before the aircraft begins approach. Lights will remain in the required configuration until the arrival is off the runway.

5.8.5.2. Departure Procedures. NVD operations will be terminated and Control Tower will restore normal lighting before a departing aircraft begins taxi.

5.8.5.3. Emergency knock-off/termination of NVD operations may be initiated by Control Tower or the aircrew at any time.

5.8.6. Airfield Lighting Configuration. Runway and approach lighting during NVD operations will vary depending on NVD operation requested by the aircrew. Control Tower will notify participating NVD aircrew prior to returning runway and approach lighting to required settings. Airfield lighting configuration will be as followed:

5.8.6.1. Runway. Runway lighting intensity will be turned down by the request of the aircrew.

5.8.6.2. Taxiway lights will remain at settings IAW 7110.65.

5.8.6.3. Rotating Beacon. The rotating beacon will remain on.

5.8.6.4. Airfield Obstruction Lighting. Airfield obstruction lights will remain on.

5.8.6.5. Approach lights. Approach lighting may be turned down/off at the request of the aircrew.

5.8.6.6. Precision Approach Path Indicator (PAPI). PAPI lighting may be turned down/off at the request of the aircrew.

5.8.6.7. Restoring Airfield Lighting. Airfield lighting will be restored:

5.8.6.7.1. At the termination of NVD operations.

5.8.6.7.2. When required for emergency response.

5.8.6.7.3. When required in the opinion of the Control Tower WS.

5.8.7. Fairchild Control Tower Cab Lighting Configuration. The Control Tower cab lighting configuration will be at the discretion of the WS.

5.8.8. Aircraft Lighting Requirements. Aircrew will ensure all required lighting remains on at all times.

5.8.9. Vehicle Lighting Requirements. Vehicles operating on the airfield must utilize proper lighting IAW Fairchild AFB 13-201, *Airfield Driving*.

Chapter 6

QUALITY ASSURANCE

6.1. Airfield Operations Board (AOB). The AOB is established IAW AFI 13-204V3. Meetings are held quarterly. The purpose of the AOB includes recommending improvements, resolving problems, and proposing/coordinating new or revised procedures for a safe and operational ATC system and airfield environment at Fairchild AFB.

6.1.1. The AOB members, or designated representatives, as a minimum shall include:

- 6.1.1.1. 92 ARW/CV—92d Air Refueling Wing Vice Commander (Chairman)
- 6.1.1.2. 92 OG/CC—92d Operations Group Commander
- 6.1.1.3. 92 MSG/CC—92d Mission Support Group Commander
- 6.1.1.4. 141 OG/CC—141st Operations Group Commander
- 6.1.1.5. 92 OSS—92d Operations Support Squadron
- 6.1.1.6. 92 ARS—92d Air Refueling Squadron
- 6.1.1.7. 93 ARS—93d Air Refueling Squadron
- 6.1.1.8. 509 WPS—509th Weapons School
- 6.1.1.9. 116 ARS—116th Air Refueling Squadron
- 6.1.1.10. 92 CES—92d Civil Engineering Squadron
- 6.1.1.11. 36 RQF—36th Rescue Flight
- 6.1.1.12. 92/141 ARW/SE—Fairchild AFB Flight Safety
- 6.1.1.13. 92/141 ARW/CP—Fairchild AFB Command Post
- 6.1.1.14. 92 OSS/OSA—Airfield Operations Flight Commander (Facilitator)
- 6.1.1.15. 92 OSS/OSAT—Control Tower
- 6.1.1.16. 92 OSS/OSAA—Airfield Management
- 6.1.1.17. 92 OSS/OSW—Base Weather
- 6.1.1.18. 92 OG/OGV—Standardization and Evaluation
- 6.1.1.19. 92 CS/SCO—92d Communications Squadron (ATCALS)
- 6.1.1.20. Spokane ATC (FAA)

6.1.2. AOB Annual Review Schedule. The following items are required to be reviewed annually and will be briefed in the quarter following the month of the review.

- 6.1.2.1. Results of annual self inspection – January
- 6.1.2.2. FAFB Master Aircraft Parking Plan – April
- 6.1.2.3. Terminal Instrument Procedures (Reviewed by AMC TERPS) – July

6.1.2.4. LOP's affecting the local airfield/flight environment; e.g. Airfield Operating Instruction, LOA's, Operations Letters, OPLAN taskings – October

6.1.2.5. Annual Airfield Certification/Safety Inspection – Will be briefed in the quarter following the month of the inspection.

6.1.2.6. Annual airfield waiver package – Will be briefed in the quarter following the waiver review.

6.1.2.7. Air Force Flight Standards Agency (AFFSA) Special Interest Items (SII) – Will be briefed in the quarter following the release of the new SII's or in January if no new SII's have been released in the calendar year.

6.2. Pilot/Airfield Operations Flight Liaison Program. This program provides a forum for Fairchild aircrew and 92 OSS/OSA personnel to exchange information and feedback, thereby enhancing safety and improving services provided in the Fairchild ATC and airfield environment. 92 OSS/OSA is the OPR for this program. This program is managed IAW OSA OI 91-3 *Pilot-AOF Liaison Program*.

6.3. Mid-Air Collision Avoidance (MACA) Program. The MACA program is established IAW AFI 91-202, *The US Air Force Mishap Prevention Program*, and managed locally by 92 ARW/SEF. This program serves to educate the local civil and military flying community to the shared hazards inherent to flight operations in the Spokane area.

BRIAN M. NEWBERRY, Colonel, USAF
Commander, 92d Air Refueling Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References**US Air Force Publications.**

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 Sep 95

AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields*, 1 Sep 95

AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Reserve Air Fleet (CRAF) Program*, 1 Aug 96

AFI 10-229, *Responding to Severe Weather Events*, 15 Oct 03

AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*, 1 Sep 97

AFI 11-202V3, *General Flight Rules*, 22 Oct 10

AFI 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*, 19 Apr 12

AFI 11-230, *Instrument Procedures*, 30 Mar 10

AFI 13-204V3, *Airfield Operations Procedures and Programs*, 1 Sep 10

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 Jun 10

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 Jul 10

AFI 31-101, *Integrated Defense*, 8 Oct 09

AFI 32-1002, *Snow and Ice Control*, 19 Oct 11

AFI 91-202, *US Air Force Mishap Prevention Program*, 5 Aug 11

AFMAN 33-363, *Management of Records*, 1 Mar 08

AFOSHSTD 91-100, *Aircraft Flight Line Ground Operations and Activities*

Fairchild Air Force Publications.

Fairchild AFBI 11-201, *Silent Warrior Procedures*

Fairchild AFBI 13-213, *Airfield Driving Program*

Fairchild AFBI 15-101, *Weather Support Procedures*

Fairchild AFBI 21-104, *Foreign Object Damage (FOD)/Dropped Object Prevention Programs (DOPP)*.

Fairchild AFBI 91-2, *Aircraft Hung Ordnance Procedures*

Fairchild AFB Plan 32-1002 *Snow and Ice Control Plan*

Fairchild AFB Plan 91-204, *Mishap Response Plan*

Fairchild AFB OPLAN 10-2, *Emergency Management*

92 ARW BASH PLAN, *92d Air Refueling Wing Bird Aircraft Strike Hazard Reduction Plan*

92 ARW OPLAN 31-1, *Integrated Defense Plan*

Federal Aviation Administration (FAA) Handbooks/Orders.

FAA Order 7110.65, *Air Traffic Control*

FAR Part 91, *General Operating and Flight Rules*

JO 7610.4, *Special Operations*

Technical Orders.

T.O. 33-1-23 Equipment and Procedures for obtaining runway conditions and readings

Prescribed and Adopted Forms

Prescribed Forms: None

Adopted Forms:

AF Form 3227, *Privacy Act Cover Sheet*

AF Form 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

DD Form 1801, *Department of Defense (DOD) International Flight Plan*

DD Form 2401, *Civil Aircraft Landing Permit*

Abbreviations and Acronyms

AICUZ—Air Installation Compatible Use Zone

AFB—Air Force Base

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AIR EVAC—Air Evacuation

ALSF—1 – Approach Light System with Sequence Flashers

ALSF—2 – Approach Light System with Sequence Flashers

AMOPS—Airfield Management Operations

ANG—Air National Guard

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARTCC—Air Route Traffic Control Center
ARW—Air Refueling Wing
ATC—Air Traffic Control
ATCALS—Air Traffic Control and Landing Systems
ATIS—Automated Terminal Information Service
BASH—Bird Aircraft Strike Hazard
CCC—Controlled Movement Area
CE—Civil Engineer
CMA—Controlled Movement Area
CP—Command Post
DATIS—Digital Automatic Terminal Information Service
DME—Distance Measuring Equipment associated with the TACAN
DoD—Department of Defense
DV—Distinguished Visitor
DZ—Drop Zone
ELT—Emergency Locator Transmitter
ERCC—Engine Running Crew Change
ETL—Engineering Technical Letter
EOD—Explosive Ordnance Disposal
ETA—Estimated Time of Arrival
FAA—Federal Aviation Administration
FAOO—Federal Aviation Administration Order
FAF—Final Approach Fix
FAR—Federal Aviation Regulation
FCF—Functional Check Flight
FD—Fire Department
FLIP—Flight Information Publications
FOD—Foreign Object Debris
FOUO—For Official Use Only
FSS—Flight Service Station
FTA—Fairchild Tower Airspace
GEG—Spokane International Airport

HOA—Hoist Operations Area

HIRL—High Intensity Runway Lights

OCS—Obstacle Clearance Surface

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IMT—Information Management Tool

LOA—Letter of Agreement

MACA—Mid-air Collision Avoidance

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MOC—Maintenance Operations Center

MSL—Mean Sea Level

NAOC—National Airborne Operations Center

NAVAID—Navigational Aid

NFCF—North Functional Check Flight

NFCFA—North Functional Check Flight Alpha

NFCFB—North Functional Check Flight Bravo

NIMA—National Imagery Mapping Agency

NM—Nautical Mile

NOTAM—Notice to Airmen

NVD—Night Vision Device

OPR—Office of Primary Responsibility

OSC—On Scene Commander

PAPI—Precision Approach Path Indicators

PCAS—Primary Crash Alarm System

PCN—Primary Crash Net

PMI—Preventative Maintenance Inspection

POFZ—Precision Obstacle Free Zone

POV—Private Owned Vehicle

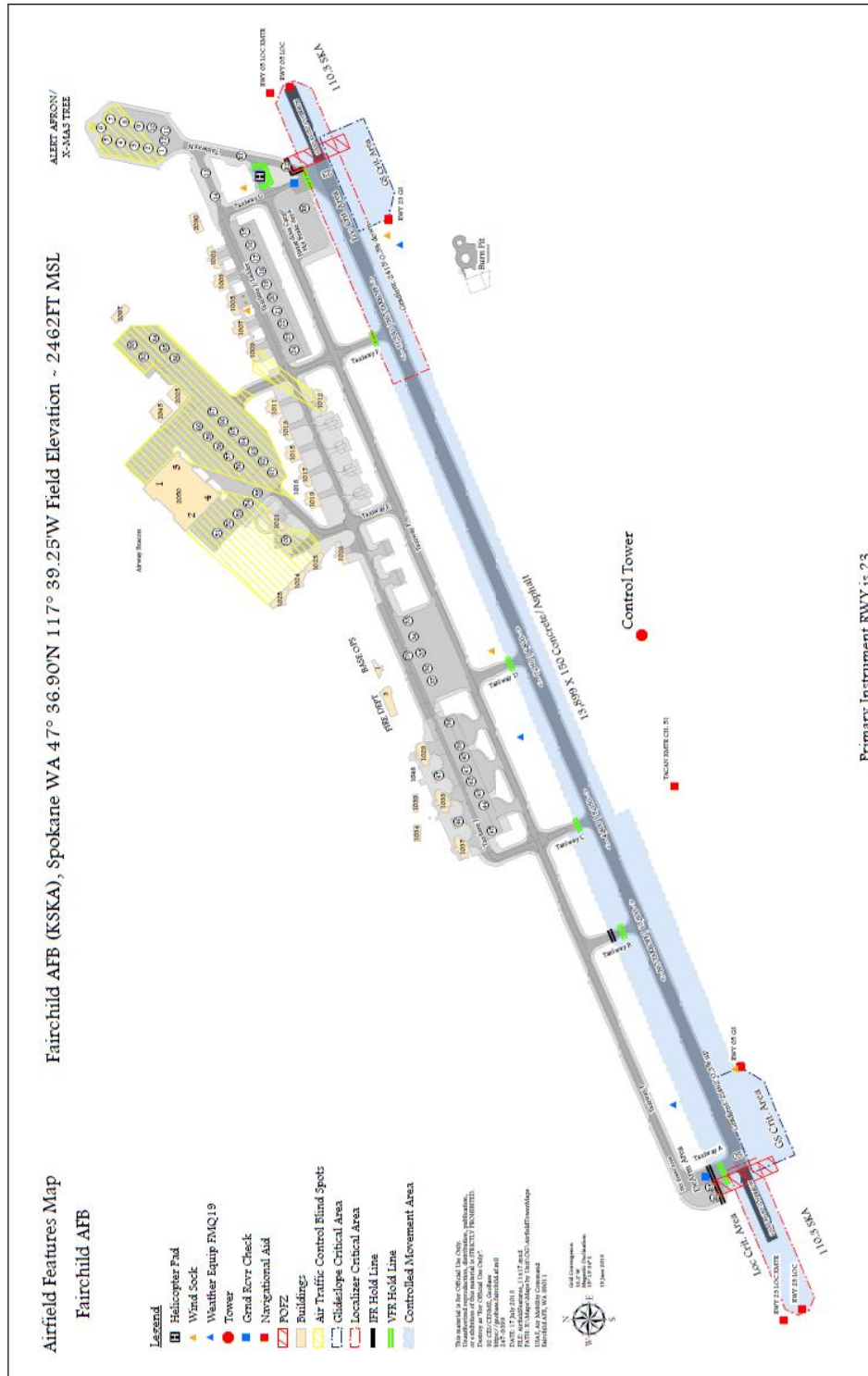
PTD—Pilot-to-Dispatch

QRC—Quick Reaction Checklist
RCR—Runway Condition Reading
RCS—Runway Surface Condition
RDS—Records Disposition Schedule
RRS—Reduced Runway Separation
RSRS—Reduced Same Runway Separation
RWY— Runway
SCN—Secondary Crash Net
SE—Wing Safety
SII—Special Interest Item
SFO—Simulated Flame Out
SOF—Supervisor of Flying
STA—South Training Area
SVFR—Special Visual Flight Rules
TA—Transient Alert
TACAN—Tactical Air Navigation
TAD—Tactical Arrival/Departure
UAS—Unmanned Aerial Systems
USAF—United States Air Force
VFR—Visual Flight Rules
VMC—Visual Meteorological Conditions
WS—Watch Supervisor

Attachment 2

AIRFIELD DIAGRAM

<https://eim.amc.af.mil/org/92oss/Airfield%20Operations/Shared%20Documents/FAFBI%2013-204%20Airfield%20Diagram%2017%20Jul%2013.pdf>

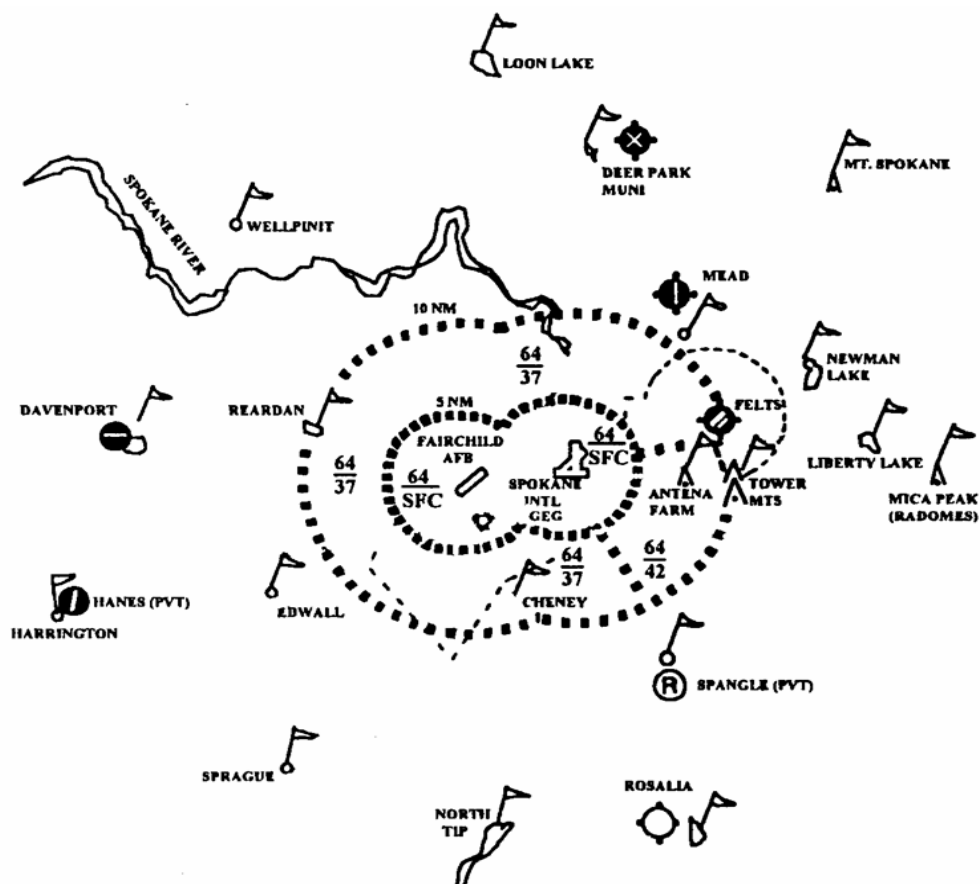


Attachment 3
LOCAL FREQUENCIES

Facility	UHF	Channel	VHF	Channel
Fairchild ATIS	257.625	1		
Fairchild Tower (Local Control)	233.7	13	120.35	3
Fairchild Ground Control	275.8	12	123.6	2
Fairchild Minimum Interval Takeoff (MITO)	269.25			
92 ARW Command Post	311.0/321.0	11		
141 ARW Command Post	293.7			
Pilot to Metro	234.8	9		
Pilot to Dispatch	372.2	18	139.3	8
Spokane West Sector	282.25	14	123.75	4
Spokane East Sector	263.0	15	133.35	5
Spokane Tower	278.3		118.3	
Emergency/Guard	243.0		121.5	

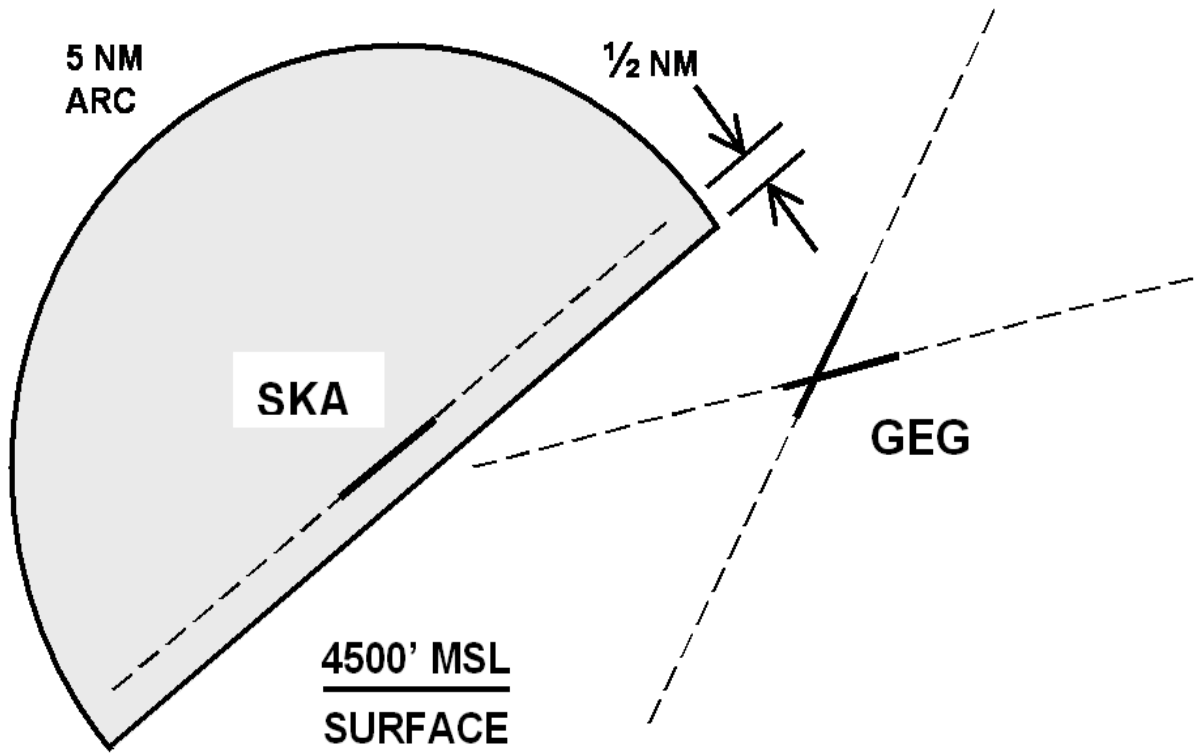
Attachment 4

CLASS C AIRSPACE

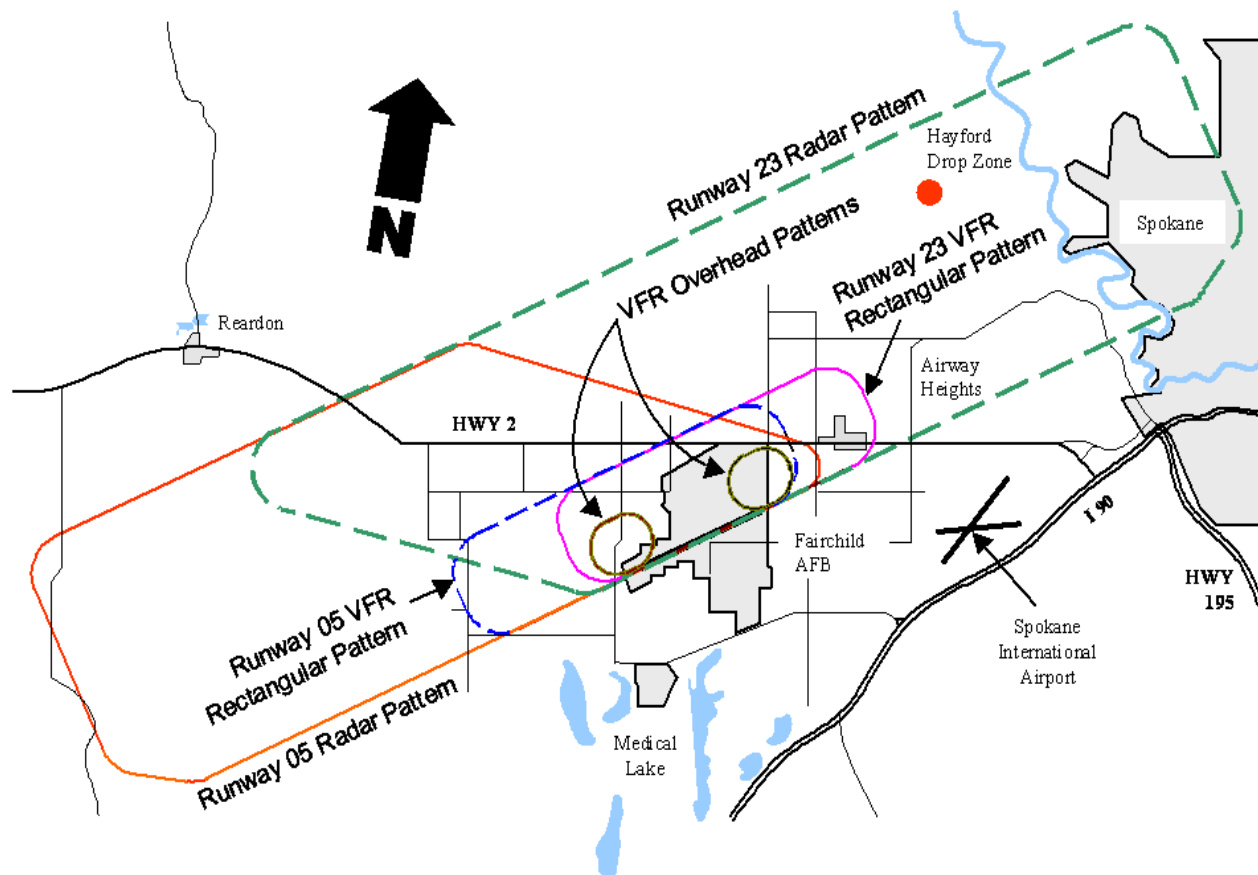


Attachment 5

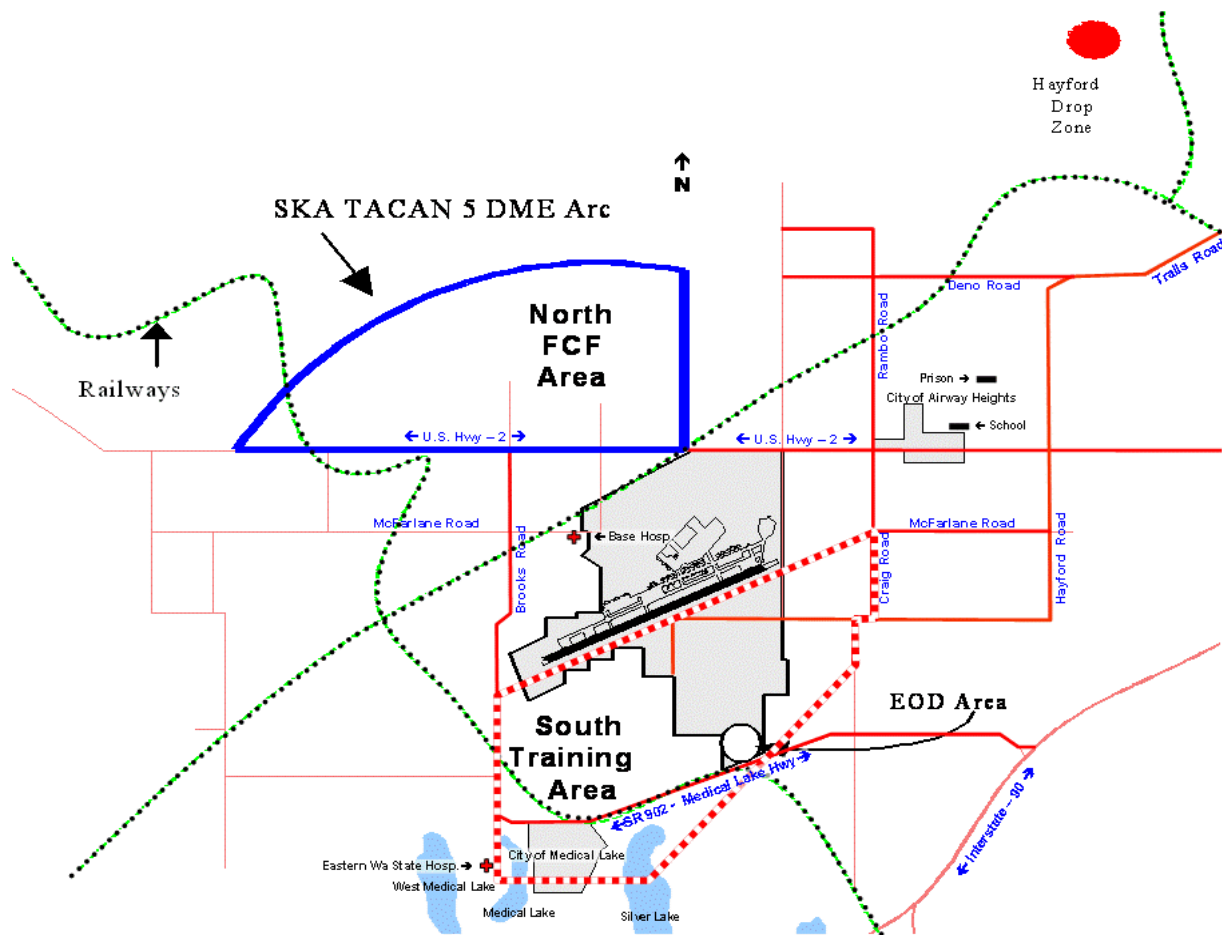
FAIRCHILD CONTROL TOWER AIRSPACE



Attachment 6
LOCAL TRAFFIC PATTERNS



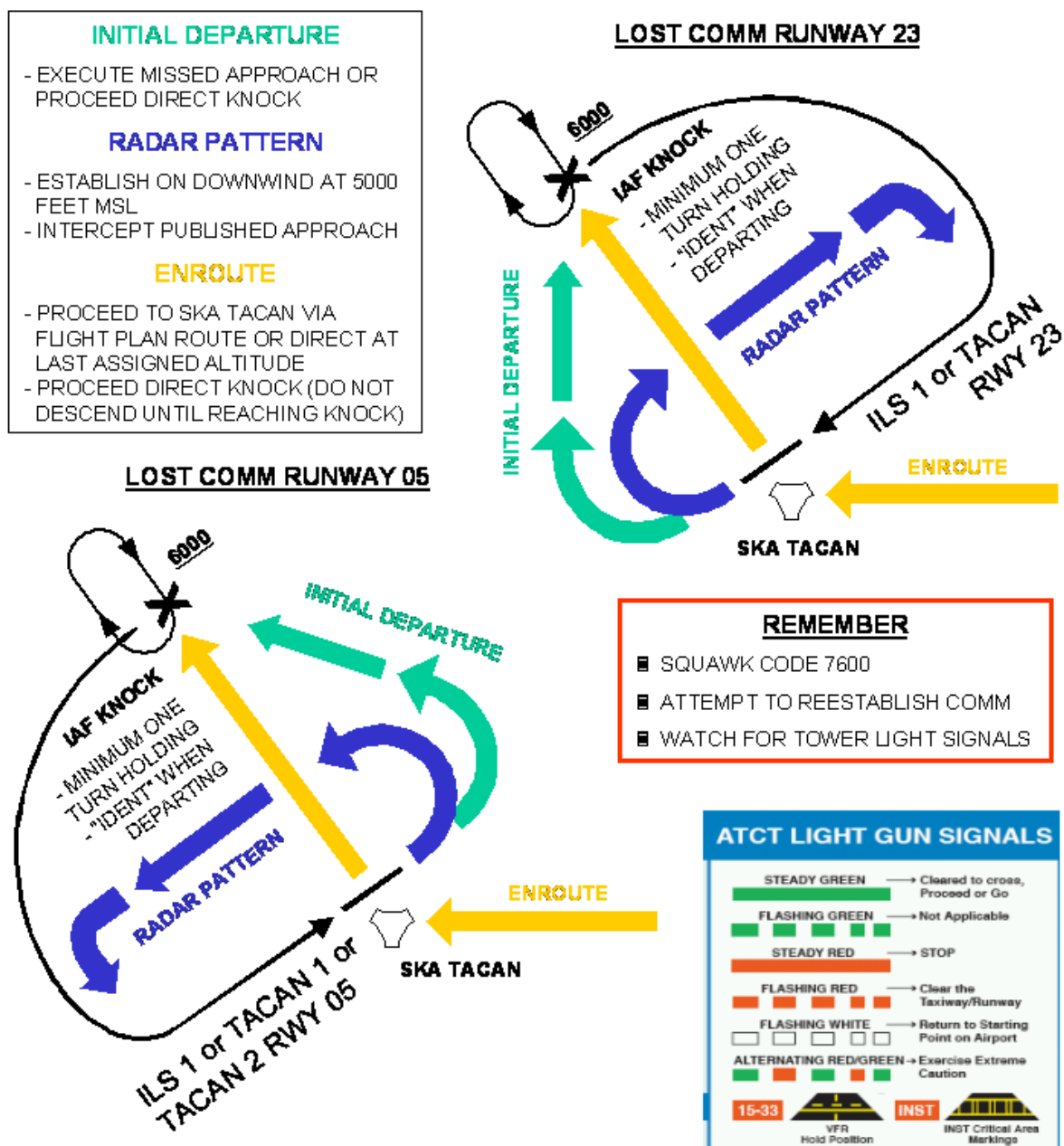
Attachment 7
HELICOPTER OPERATING AREAS



[illegible]

Attachment 9

LOST COMMUNICATION PROCEDURES



Attachment 10
FUEL JETTISON AREA

